

FV-006

COST SHARE

**ARCHITECTURAL HISTORY IDENTIFICATION
AND
ASSESSMENT OF FLUVANNA COUNTY, VA.**

**Thomas Jefferson Planning District Commission
Virginia Department of Historic Resources**

1993

**Architectural History Identification
and
Assessment of Fluvanna County, Va.**

**Thomas Jefferson Planning District Commission
Virginia Department of Historic Resources
1993; Revised, 1995**

HISTORIC RESOURCE IDENTIFICATION AND SURVEY OF FLUVANNA COUNTY,
VIRGINIA

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December, 1993
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EXECUTIVE SUMMARY

In August of 1992, the Thomas Jefferson Planning District entered into joint agreements with the Virginia Department of Historic Resources (VDHR) and the counties of Fluvanna and Louisa to survey the historic resources of each county. The grant was requested by each county to assist with their 1992-1993 Comprehensive Plan revisions by providing county-wide historic resources data. The goal of each project was to prepare an integrated document for each locality containing architectural survey and preservation planning elements. The objectives of the projects were to:

- Assess a portion of the sites and areas representing the architectural history of the county;
- Identify the historic resources of the county by survey level (previously surveyed properties, potentially significant, locally significant, reconnaissance survey, intensive survey, National Register of Historic Places);
- Prepare maps of these six levels of historic resources in the county;
- * Prepare preservation planning strategies for Fluvanna County and Louisa County to implement the findings of the study;
- Research four significant historical themes of the county;
Domestic, Subsistence/Agriculture, Transportation/Communication and Settlement Patterns.

Methods used in these projects were similar to those employed in a related project in Nelson County in 1992-1993, "Historic Resources Identification and Assessment of Nelson County, Virginia". Completion of these three projects provides approximately one half of the computerized data on historic resources needed for a planned regional sustainable development project, the "Thomas Jefferson Study to Preserve and Assess the Regional Environment."

RESULTS

The Fluvanna County Board of Supervisors funded this project to learn more about the county's historic resources and ultimately to use the knowledge gained in the Fluvanna County Comprehensive Plan. To guide the project, the Supervisors appointed a Historic Resources Committee in the fall of 1992. By December, the committee had organized a community meeting at Carysbrook to identify any structures, properties and areas not previously mapped which Fluvannians thought to be historically significant. At this meeting and in follow-up conversations, Fluvanna citizens designated and mapped on 1"=24,000" U.S. Geological Survey Quadrangles 431 significant structures.

The criteria used to assess significance were:

- structures fifty years old or older;
- structures representing typical architecture found in the county;
- structures with architectural characteristics not commonly found;
- structures representative of the historical context themes chosen for the project;
- structures threatened due to neglect or potential demolition;
- structures associated with a well known person or family.

From these properties, about 200 were surveyed to a reconnaissance level (exterior architecture only) and seven properties as well as the canals and locks on the Rivanna River, were surveyed to an intensive level (exterior and interior architecture). Each record contains photos, negatives, site plans, and architectural descriptions. Four historic themes of the county--settlement patterns, agriculture, transportation, and domestic--were prepared, which describe the history of the county as it related to architecture identified through the surveys.

U.S. Geological Survey maps on which all of the identified historic resources of Fluvanna County are recorded, are available at the Virginia Department of Historic Resources in Richmond.

431 historic structures were identified during the project. For each structure the historic name, DHR file number, level of survey, USGS quadrangle name, and whether or not the site was entered into a dBase II database platform, creating 431 computerized records. These records, alphabetized by historic name, comprise all of the known and potential historic structures recorded to date in Fluvanna County. These records are the only source for 100% of the records of known historic resources in the county.

344 of the 431 records' sites were computerized (digitized) into digital map files in a DLG III optional format by the Information Support Systems Laboratory (ISSL) at Virginia Polytechnic Institute and State University. Each site was tagged with a unique identifier, provided either by VDHR or by the surveyor, and the level to which the property was surveyed. The seventy-nine records whose sites were not digitized are properties surveyed to a reconnaissance level or identified as potentially significant after the information was computerized in the summer of 1993.

In addition, all of the known 431 historic sites in the county were computerized and plotted on a large scale map with level of survey.(provided with this document) Each site is found in the document identified with the structure name, Virginia Department of Historic Resources number, the level of survey (national register, intensive, reconnaissance, locally significant, potentially significant, and surveys previously completed from 1972-1976 by Deborah Murdock), and the name of the U.S.Geological Survey Quadrangle map on which it is found.

Within the scope of this project, Land and Community Associates surveyed only a limited number of properties at the intensive level necessary to make National Register eligibility evaluations. Future survey work would likely result in the designation of additional eligible properties.

As a result of the work completed in the project, the following properties were recommended for listing on the National Register of Historic Places and the Virginia Landmarks Register:

- Carysbrook
- Cocke-Morris House
- Rivanna River District

The following properties are thought to be very significant and are recommended for further study before nomination to the National Register:

- Allegre's Tavern
- Careby Hall
- Chatham Plantation
- Currin Tavern
- Fork Union Church
- Glen Burnie
- Hatcher Hall, Fork Union Military Academy
- Laughton
- Lee Heigh
- Melrose
- The Oaks
- Rivanna Farm
- Roadview
- Winnsville
- Western View

To help preserve these and other architecturally significant structures, twenty strategies were developed for the county. From these strategies, an *Action Agenda* containing the following items was recommended. The Plan should be amended to include those strategies which the county wishes to implement in the next five years.

- 1.1 The county and the Historical Society should re-examine areas already identified on the maps supplied with this report for additional potentially significant historic resources.

- 1.2 The Historical Society should identify potentially significant structures that may exist in areas of the county not previously examined.
- 2a.1 The Historical Society should work with local volunteers and/or consultants to assess newly identified historic resources.
- 2a.2 The county should retain a consultant to complete Education, Commerce/Trade, Religion, and Government VDHR Historic Contexts.
- 2a.3 County staff should enter new survey data into the Integrated Preservation Software(IPS)database.
- 2a.4 The county should retain a consultant to evaluate new properties recommended as potentially eligible for the National Register.
- 2b.1 The county should retain a consultant to undertake intensive level survey of potentially significant properties surveyed at the reconnaissance level.
- 3.1 The county should form partnerships with other localities in the region to assess regional archaeological resources.
- 4.1 The county should adopt a preservation policy.
- 8.1 The county should request that a representative from VDHR or a local non-profit organization make a presentation to the Historical Society on preservation easements.
- 9.1 The county should request that VDHR make a presentation to the Historical Society about the federal rehabilitation tax credit.
- 10.1 The county should appoint a real estate partial exemption committee to examine the feasibility of a real estate partial exemption ordinance.
- 11.1 The Historical Society should prepare a list of properties that are threatened and eligible for purchase by the Virginia Historic Preservation Foundation.
- 12.1 The Historical Society and other local groups should develop educational materials for the sensitive rehabilitation of historic resources.
- 13.1 The Historical Society should contact the Main Street Program for information.
- 14.1 Fluvanna County and local organizations should craft a program to integrate preservation and economic development.
- 14.2 The county and/or local organizations should apply for funding from the Center on Rural

Development (CORD) to link economic development and historic preservation.

- 15.1 The Historical Society should meet with representatives from the Jefferson National Bank to set up a low interest historic preservation loan pool to provide funds to rehabilitate historic structures.
- 16.1 The county should delineate historically sensitive boundaries around Wilmington, Columbia, Shores, Bremo Bluff, Kents Store, and Cohasset as part of a Conservation Zone.
- 16.2 The county should delineate areas surrounding these villages which are needed for agricultural and environmental resources as part of a Conservation Zone.
- 17.1 The county should form a committee to consider needed design guidelines for new development within the Conservation Zone.
- 19.1 The Historical Society should meet with other groups in the region interested in tourism to study ways to integrate historic resources into an economic development strategy.

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Leonard Gardner
Deborah Murdock
Josephine Snead

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FOREWORD

The Atlantic megalopolis envisioned by historians and futurists is materializing. We watch this change without alarm, only with fascination, because it represents the present and future of the intriguing past we call history.

The Historic Resource Identification and Survey of Fluvanna County, Virginia, offers us a window with specialized research for those who care to open it. It reveals a rich architectural heritage for continued exposure and preservation. It challenges the citizenry to reexamine its responsibilities in perpetuating a deeper appreciation for the flavor of this rural setting. Further, this report offers us a powerful springboard for identifying and studying future sites and structures in depth. And finally, it will strengthen our sense of cultural identity and forthright citizenship.

The intent of this essential information invites future generations to reflect on the past without regret and be inspired to develop plans for the future without fear.

*Josephine H. Enead
President
Fluvanna County Historical Society*

INTRODUCTION

REGIONAL HISTORIC RESOURCES IDENTIFICATION AND ASSESSMENT IN THE THOMAS JEFFERSON PLANNING DISTRICT

The project described in this document is a portion of the Thomas Jefferson Study to Preserve and Assess the Regional Environment (TJSPARE). TJSPARE is a nationally significant initiative designed to determine the capacity of the regional environment to support planned economic growth in Albemarle County, Fluvanna County, Greene County, Louisa County, Nelson County and the City of Charlottesville. Cultural resources are a vital part of our regional environment, and through the type of work undertaken in this study, it will be possible to determine the impact of future growth scenarios on the significant architectural and archaeological resources of the region.

FLUVANNA COUNTY AND LOUISA COUNTY PROJECTS

In August of 1992 the Thomas Jefferson Planning District entered into joint agreements with the Virginia Department of Historic Resources and the counties of Fluvanna and Louisa to survey the historic resources of each county. The grant was requested by each county to assist with their 1992-1993 Comprehensive Plan revisions. The goal of the projects was to prepare an integrated document for each locality containing architectural survey and preservation planning elements. The project's objectives were to:

- Assess sites and areas representing the architectural history of the county;
- Identify the historic resources of the county by level of significance (potentially significant, locally significant, National Register of Historic Places) and by level of survey effort (reconnaissance survey, intensive survey);
- Prepare maps of historic resources in the county indicating the level at which each site had been surveyed;
- Prepare preservation planning strategies for Fluvanna County and Louisa County to implement the findings of the study;
- Research the significant historical themes of the county.

Survey work was completed in 1992 and the project report written in early 1993. The methods used in these projects are similar to those used in a related project in Nelson County in 1992-1993, "Historic Resources Identification and Assessment of Nelson County, Virginia". Completion of these three projects provides approximately one-half of the computerized data on historic resources needed for TJSPARE.

These historic resources projects have relied on essential support from each community in which they have been undertaken. Implicit in each is the belief that the greatest priority of architectural history research is the need first to access the knowledge of local people. Local participation is essential not only for later

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preservation coalition building, but perhaps more important, because it is the only way to determine the real history behind any architecturally significant structure.

Both the Fluvanna County and Louisa County projects employed local residents who were already familiar with each county to perform reconnaissance surveys and to act as on-site managers of the projects. Local staff provides a base of knowledge about historic resources as well as sensitivity to certain issues which would be unknown to "outsiders". The local residents who have participated in historic preservation by serving as researchers, primary sources, and copy editors for these projects provide a model for statewide preservation efforts of the future.

Each project has been thoroughly reviewed by knowledgeable citizens in each locality. Although this process was time consuming, it validated the work of the project consultants and surveyors and supported the recommended preservation strategies.

FLUVANNA COUNTY PROJECT

Fluvanna County is a locality of 282 square miles in which prior architectural survey work was conducted in the 1970s. The county was interested in doing additional work to identify and assess those historic resources not earlier surveyed in addition to updating those that were. It was thought that a new survey effort, combined with past work, could provide information on a majority of historic resources in the county.

IDENTIFICATION AND DEVELOPMENT OF HISTORIC CONTEXTS

A historic context is background information which complements the architectural history of the county as revealed by reconnaissance and intensive level surveys. The State of Virginia has identified the following eighteen types of contexts or themes which represent the range of activities which humans have undertaken in the Commonwealth since prehistoric times:

Domestic
Agriculture/Subsistence
Government/Law/Political
Health Care
Education
Military/Defense
Religion
Social
Recreation and the Arts
Transportation
Commerce /Trade
Industry/Processing/Extraction
Landscape
Funerary
Ethnicity/Immigration
Settlement Patterns
Architecture/Landscape Architecture/Community Planning
Technology/Engineering
Other Themes

Due to limited resources, only four out of the eighteen possible themes were developed for this project. The selected themes were: settlement patterns, domestic, subsistence/agriculture, and transportation. They were agreed upon by the Fluvanna County Historic Resources Committee and the project team because they represent the most significant activities which occurred in Fluvanna County. To the extent possible, structures chosen for reconnaissance and intensive level surveys represent these four themes or a combination thereof.

The Virginia Department of Historic Resources provides the following definitions for the themes used in this project:

Domestic Theme: This theme relates broadly to the human need for shelter, a home place, and community dwellings. Domestic property types include single dwellings such as a rowhouse, mansion, residence, rockshelter, farmstead, and cave; multiple dwellings, secondary domestic structures such as a dairy, smokehouse, storage pit, storage shed, kitchen, garage or other dependencies; hotels such as an inn, hotel, motel, way station; institutional housing such as military quarters, staff housing, poor houses or orphanages; camps such as hunting campsites, fishing camps, forestry camps, seasonal residences, and temporary habitation sites; and village sites.

Subsistence/Agriculture Theme: This theme most broadly seeks explanations of the different strategies that cultures develop to procure, process and store food. Beyond the basic studies of site function based on the analysis of a site location, the tool types from the site, and the food remains recovered, this theme also explores the reconstruction of past habitats, study of the energy required to procure and process food, functional analysis of tools to determine what resources were being procured and processed and the evolution of subsistence strategies over time and within and between neighboring regions. Agriculture specifically refers to the process and technology of cultivating soil, producing crops, and raising livestock and plants. Property types related to the subsistence/agriculture theme include resources related to food production such as small family farmsteads, or large plantations with representative or important collections of farm and outbuildings or other agricultural complexes such as agribusinesses; sites or properties associated with processing such as a meat or fruit packing plant, cannery, smokehouse, brewery, cellar, storage site, tobacco warehouse; agricultural fields such as pasture, vineyard, orchard, wheat field, crop marks, stone and kill site, stockyard, barn, chicken coop, hunting corral, hunting run, apiary; fishing facility or site such as a fish greenhouse, plant observatory, garden; agricultural outbuildings such as barns, chicken houses, corncrib, smokehouse, and tool shed; and irrigation facilities such as irrigation systems, canals, stone alignments, headgates, check dams.

Transportation/Communication Theme: This theme relates to the process and technology of conveying passengers, materials, and information. Studies focus on transportation and communication networks involving roads, water, canals, railroads, and air; and on the various structures, vehicles, equipment, and technology associated with each mode. Resource types may be generally classified as either rail-related, air-related, water-related, road-related, or pedestrian-related. Examples include railroads, stations, engine houses, trains; airports, airplanes, landing fields, space vehicles; and research facilities associated with transportation systems; boats and other watercraft, piers, and wharves, ferries, lighthouses; canals and associated structures, locks, boats; roads and turnpikes, tollhouse, automobiles and other vehicles, streetcars; and board walks, walkways, and trails.

Settlement Patterns Theme: Studies related to this theme involve the analysis of different strategies available for the utilization of an area in response to subsistence, demographic, socio-political, and religious aspects of a cultural system. Evaluations can take place on two different levels: (1) utilization of space within a settlement and (2) local/regional distribution of settlements as a result of environmental adaptations. This theme is also concerned with the investigation of unknown or little known regions; as well as the establishment and earliest development of new settlements or communities. While these studies primarily explore the subsistence-induced aspects of settlement patterns, studies of house types, village and town plans, and regional distributions are also combined with an analysis of the social, political, and economic aspects of settlement. Property types reflect the entire range of buildings, structures, districts, objects, sites, and landscapes.

IDENTIFICATION OF PREVIOUSLY SURVEYED PROPERTIES

The project staff traveled to Richmond to search the archives of the Virginia Department of Historic Resources for properties that had already been surveyed. Eight Fluvanna sites were already listed on the National Register of Historic Places. In addition, two hundred Fluvanna properties had been surveyed between 1972 and 1976 by a local resident, Deborah Murdock, employed by the Virginia Historic Landmarks Commission (predecessor to the Department of Historic Resources). The level of survey completed, while technically neither reconnaissance nor intensive, was quite detailed, and in many cases included interiors of structures. The locations of these properties along with their DHR file numbers were marked on U.S. Geological Survey 1"=24,000" scale maps.

IDENTIFICATION OF ADDITIONAL (NOT PREVIOUSLY MAPPED) PROPERTIES

In December of 1992 Fluvanna County residents met at Carysbrook to identify any structures, properties, and areas not previously mapped which they thought to be historically significant.

The criteria used to assess significance were:

- structures 50 years old or older;
- structures representing typical architecture found in the county;
- structures with unique architectural features;
- structures representing the historic context themes chosen for the project;
- structures threatened due to neglect or potential demolition;
- structures associated with a well known person or family.

Citizens came by to identify sites on U.S. Geological Survey 7.5 minute quadrangles and provide basic information for each site marked on the maps (Fig. 2).

LOCALLY SIGNIFICANT SITE IDENTIFICATION FORM

DECEMBER 9, 1992

Number of site: 827 .
Name of site: Halterman House
Location of site: S. side of 640; 1 mi. from intersec. of Rt. 15 and Rt. 640
Present owner: Inez Brookman Halterman
Past owners? Haltermans
Date of structure: ca. 1870s
Modifications: Additions
Inhabited: y/n Y
Name of inhabitant if other than owner: _____

Figure 2

Historic Resource Identification and Survey of Fluvanna County, Virginia

The survey team checked each site for:

- duplication with other areas marked by citizens;
- duplication with areas already identified at the Virginia Department of Historic Resources.

RECONNAISSANCE SURVEY

A reconnaissance survey involves recording the exterior features of a property. A standardized reconnaissance survey form developed by the Virginia Department of Historic Resources is completed by the surveyor, and then later entered into the National Park Service software database, called Integrated Preservation Software (IPS).

During the spring of 1993, the project team surveyed to a reconnaissance level approximately 170 new sites. Each site was identified with a Virginia Department of Historic Resources file number.

INTENSIVE SURVEYS

The Fluvanna County Historic Resources Committee selected properties from those identified at Carysbrook and from those evaluated by a 1970s Virginia Historic Landmarks Commission project to be surveyed to an intensive level. The intensive survey records exterior and interior features. For this project properties surveyed at the intensive level were done for those thought to be potentially eligible for the National Register of Historic Places and Virginia Landmarks Register.

POTENTIALLY SIGNIFICANT SITES

While traveling the county, the reconnaissance surveyor, Lindsay Nolting, identified structures which appeared to be significant and had not previously been mapped. These sites were marked on USGS maps and identified as "potentially significant;" they await further investigation in the future.

LOCALLY SIGNIFICANT SITES

Nearly all of the sites identified as "significant" by county residents, called "locally significant", were surveyed to a reconnaissance level in the project. Some were omitted because they were no longer standing. Cemeteries suggested for study were referred to the Fluvanna County Historical Society, which with the Daughters of the American Revolution are surveying all church and private cemeteries in the county using forms provided by the Virginia Department of Historic Resources.

HARDCOPY SURVEY FORMS

Hardcopy reconnaissance and intensive level survey forms were completed along with photographs, negatives, and tax parcel numbers. These forms and photographs were provided to VDHR.

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HARDCOPY MAPS

U.S. Geological Survey maps reflecting all of the known historic resources of Fluvanna County, are available at the Virginia Department of Historic Resources in Richmond. These maps, continuously updated, should include 100% of the known historic sites of Fluvanna County.

TABULAR COMPUTERIZED DATA

431 historic structures were identified during the project. The historic name, DHR file number, level of survey, USGS quadrangle name, and whether or not the site was computerized, was entered into a Dbase II database platform, creating 431 computerized records. The following records, alphabetized by historic name, comprise all of the known and potential historic structures identified in Fluvanna County. These records are the only source of 100% of the records of known historic resources in the county.

<i>Name</i>	<i>Site Number</i>	<i>Survey Level</i>	<i>Survey Level</i>	<i>Quad</i>
	<i>Computerized</i>			
"Bricoleur" near County landfill	PS-24	Potentially significant	9	T
1925 1/2 near Byrd Grove Church	PS-4	Potentially Significant	4	T
3 bay end chimney house, E. side Rt. 15	PS-99	Potentially Significant	9	F
3 tenant farmer's houses	PS-29	Potentially significant	9	T
4-Square House near Carysbrook	PS-8	Potentially Significant	0	F
4-Square House nr Carysbrook	LS-5	Locally Significant	4	T
4-square c.1920	PS-40	Potentially significant	12	T
4-square house	PS-25	Potentially significant	9	T
Abrams High School	32-319	Reconnaissance	9	T
Adams House	32-121	Murdock	10	T
Adams House Weber City	32-223	Reconnaissance	9	T
Akers House	PS-14	Potentially significant	0	F
Ann Cabell's House	32-315	Reconnaissance	9	T
Antioch Baptist Church	32-349	Reconnaissance	10	T
Arvon Grove	32-279	Reconnaissance	8	T
Asa Haden House	32-351	Reconnaissance	9	T
Ashlin-Stillman walled graveyard	32-248	Reconnaissance	8	T
Babbitt House	32-247	Reconnaissance	4	T
Bachelor's Quarters	32-106	Murdock	1	T
Baker House, Carysbrook	PS-84	Potentially Significant	0	F
Barn at White Farm	200-2	Murdock	0	F
Barn at White Farm	32-246	Reconnaissance	4	T
Barn w/cupola from Albemarle	PS-26	Potentially significant	9	T
Beatrix Potter Farm	32-222	Reconnaissance	1	T
Beaver Dam Baptist Church	32-208	Reconnaissance	2	T
Berea Baptist Chapel	32-345	Reconnaissance	10	T
Bernardsburg Mill Site	LS-1	Locally Significant	2	T
Bernardsburg stone foundation	LS-4	Locally Significant	2	T

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Bethel Church	32-123	Murdock	9	T
Beulah Baptist Church	32-266	Reconnaissance	6	T
Black's Well House	LS-2	Locally Significant	0	F
Blackacre Farm	32-274	Reconnaissance	9	T
Bledsoe Hall	32-134	Murdock	10	T
Board&Batten house Zion's Xroads	PS-70	Potentially Significant	0	F
Bob Kit Kent House	32-53	Murdock	12	T
Bowlesville	32-51	Murdock	3	T
Bransford-Casey House	32-298	Reconnaissance	9	T
Bremo Bluff Funeral Home	32-54	Murdock	1	T
Bremo Bluff Historic District	32-98	Murdock	1	T
Bremo Mill	32-39	National Register	1	T
Bremo Miller's House	32-162	National Register	1	T
Bremo Slave Chapel	32-30	National Register	0	F
Brick Bungalow, c .1940	PS-19	Potentially significant	9	T
Bride's Hill	32-196	Reconnaissance	0	F
Broken Island Canal	I-2	Intensive	4	T
Brookman Farm	PS-48	Potentially Significant	8	T
Brookview	32-254	Reconnaissance	4	T
Browning Bungalow	PS-27	Potentially significant	9	T
Browning House	32-122	Murdock	9	T
Bruce's Store	32-229	Reconnaissance	0	F
Bruce's Store	32-226	Reconnaissance	4	T
Bryant House	32-250	Reconnaissance	0	F
Bryant's Ford site	LS-10	Local Significant	9	T
Bungalow Row by Drive-In Movie	PS-68	Potentially Significant	0	F
Bungalow w/Pyramid Roof-W. side Rt. 15 near Weber City	PS-98	Potentially Significant	9	F
Burgess-Williams House	32-380	Reconnaissance	0	F
Butler House	32-131	Murdock	10	T
Bybee Road Baptist Church	32-320	Reconnaissance	12	T
Byrd Chapel	PS-10	Potentially Significant	6	T
Byrd Hill	32-244	Reconnaissance	4	T
Cain House	32-184	Reconnaissance	9	T
Campbell House	32-234	Reconnaissance	4	T
Canal segment at Crofton	I-2	Intensive	4	T
Cpt Snead Homestead (Rose Hill)	32-304	Reconnaissance	0	F
Captain Snead Homestead/Rose Hill	32-224	Reconnaissance	9	T
Careby Hall	32-300	Reconnaissance	9	T
Carysbrook	I-4	Intensive	4	T
Carysbrook Dam and Lock	32-237	Reconnaissance	4	T
Carysbrook Gym Snead Mem Gym	32-358	Reconnaissance	4	T
Carysbrook Mill	32-8	Murdock	4	T
Casine	32-86	Murdock	0	F
Cedar Grove	32-55	Murdock	4	T
Cedar Lane	32-78	Murdock	0	F
Cedar Rock/Rebelanna	32-231	Reconnaissance	4	T
Center Hill School	32-327	Reconnaissance	12	T

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Center gabled house	PS-43	Potentially significant	12	T
Ctr gabled hse w/2 interior chimneys	PS-44	Potentially significant	12	T
Ctr gabled hse w/t-wing/red barn	PS-42	Potentially significant	12	T
Central Plains Store	32-119	Murdock	9	T
Chambers House	32-303	Reconnaissance	9	T
Cheese Factory site	LS-7	Locally significant	9	T
Chef Sarate's House	PS-16	Potentially significant	9	T
Cherry Hill	32-88	Murdock	12	T
Chesterbrook	32-9	Murdock	4	T
Cloverdale Baptist Church	32-281	Reconnaissance	8	T
Cloverdale School	32-280	Reconnaissance	8	T
Cocke-Morris House	I-1(32-45)	Intensive	0	F
Cohasset Station	32-36	Reconnaissance	9	T
Cohasset Stationmaster's House	32-316	Reconnaissance	9	T
Cole's Tavern	32-9	Murdock	4	T
Collins School Collingswood	PS-57	Potentially Significant	0	F
Colonial Revival	PS_100	Potentially Significant	9	F
Columbia Baptist Church	32-343	Reconnaissance	0	F
Columbia Lock	I-2	Intensive	4	T
Columbia School	32-365	Reconnaissance	0	F
Commercial Complex w. of Cohasset	32-287	Reconnaissance	9	T
Commercial Row, c.1935	PS-21	Potentially significant	0	F
Cooper House	32-215	Reconnaissance	4	T
Corinth Hill	32-331	Reconnaissance	9	T
Craftsman 2-sty house, Camp Friendship turnoff	PS-59	Potentially Significant	0	F
Craftsman Bungalow A	32-183	Reconnaissance	1	T
Craftsman Bungalow B	32-270	Reconnaissance	0	F
Craftsman Bungalow C	32-191	Reconnaissance	1	T
Craftsman Bungalow D	32-192	Reconnaissance	1	T
Craftsman bungalow	PS-32	Potentially significant	0	F
Craftsman bungalow	PS-11	Potentially significant	9	T
Cross-gabled one-story	PS-31	Potentially significant	9	T
Crow's Nest	32-163	Murdock	1	T
Cumber	32-10	Murdock	2	T
Cumnor	32-63	Murdock	9	T
Cunningham Methodist Church	32-205	Reconnaissance	2	T
Curren House	32-11	Murdock	0	F
Danscot House	32-285	Reconnaissance	9	T
Davis Graveyard	LS-3	Locally Significant	2	T
Dbl. gable Queen Anne 2-story	PS-20	Potentially significant	0	F
DeBusk House	32-120	Murdock	9	T
Dick's, Bill Restaurant	PS-92	Potentially Significant	9	F
Dillard House	32-69	Murdock	4	T
Dr. Steere's Dental Office	32-221	Reconnaissance	9	T
Dunbar School	32-290	Reconnaissance	9	T
Earl Snead House	32-310	Reconnaissance	9	T
Edgewood	32-288	Reconnaissance	9	T

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Effort Baptist Church	32-202	Reconnaissance	2	T
Everett Black's Smithy	32-210	Reconnaissance	2	F
Evergreen Farm Pleasant Hill	32-153	Murdock	0	F
Evergreen School	32-228	Reconnaissance	4	T
Factor's House	200-6	Murdock	0	F
Fairfield	32-132	Murdock	10	T
Fairwood	32-133	Murdock	10	T
Ferncliff	32-258	Reconnaissance	5	T
Ferry House	200-7	Murdock	0	F
First Haden House	32-80	Murdock	2	T
Fleming House	32-60	Murdock	4	T
Fluvanna Co. High School, 1934	32-359	Reconnaissance	4	T
Fluvanna Cty Court House & Historic District	NR-7	National Register	9	T
Fluvanna Poor Farm, Overseer's House	32-341	Reconnaissance	2	T
Fork Union Baptist Church	32-14	Murdock	9	T
Fork Union Elementary School	32-295	Reconnaissance	9	T
Fork Union Presbyterian Church	32-302	Reconnaissance	9	T
Fork Union Victorian House	32-62	Reconnaissance	9	T
Four-square house w/centred dormers Rt 620	PS-65	Potentially Significant	0	F
Fred Buggs House	200-14	Murdock	0	F
Galt-Cobb-Snead House	32-339	Reconnaissance	4	T
Gentry House	32-219	Reconnaissance	9	T
Geo. Anderson Bowles Farm	32-325	Reconnaissance	12	T
Gibson Store	200-14	Murdock	0	F
Gibson's Store	32-289	Reconnaissance	9	T
Glass House	32-221	Reconnaissance	9	T
Glen Arvon	NR-6	National Register	0	F
Glinockie Farm	32-284	Reconnaissance	9	T
Goldsboro Farm outbuildings	PS-72	Potentially Significant	0	F
Goshen Church	32-342	Reconnaissance	0	F
Gothic House	32-135	Murdock	9	T
Grace Episcopal Church	32-164	Murdock	1	T
Grand Oaks	32-158	Murdock	4	T
Grandiorite Quarry	I-2	Intensive	4	T
Granite Hills	32-87	Murdock	4	T
Gravel Hill Church	32-264	Reconnaissance	0	F
Greenwood, Bybee	32-129	Murdock	12	T
Greenwood, Stage Junction	32-199	Reconnaissance	4	T
Groom's Tavern	32-137	Murdock	6	T
Guiff House, Black Cat Road	PS-22	Potentially Significant	9	T
Gum Creek	32-46	Murdock	4	T
Gum Creek Aqueduct	32-200	Reconnaissance	4	T
Haden's Store	32-259	Reconnaissance	5	T
Haley House	32-273	Reconnaissance	9	T
Halterman Farm	32-305	Reconnaissance	9	T

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Halterman Tenant House	32-306	Reconnaissance	9	T
Hammer-Shiflett House	PS-97	Potentially Significant	9	F
Hannum House/Whitehall	32-32	Murdock	2	T
Hansen House	32-255	Reconnaissance	0	F
Hardware	32-348	Reconnaissance	10	T
Hardware Aqueduct	PS-69	Potentially Significant	0	F
Harmon House	32-66	Murdock	10	T
Harris Store	32-318	Reconnaissance	9	T
Hartwell White House	32-248	Reconnaissance	8	T
Hatcher Hall	I-5	Intensive	6	T
Hatcher Hall	I-8	Intensive	0	F
Hatcher House	32-311	Reconnaissance	9	T
Henry Clay Shepherd House	32-95	Murdock	6	T
Henry House	32-347	Reconnaissance	0	F
Hepler Bungalow at Dixie	PS-9	Potentially Significant	4	T
Hickory Level	32-94	Murdock	4	T
Hilbert House	32-326	Reconnaissance	12	T
Hill Dale	32-90	Murdock	4	T
Hill Grove	32-18	Murdock	4	T
Hipped Roof House, Stage Junction	32-241	Reconnaissance	9	T
Hipped roof 2-story w/Victorian porch				
	PS-39	Potentially significant	12	T
Hipped roof 1/2 c. 1910, Palmyra	PS-12	Potentially significant	9	T
Holland House	32-243	Reconnaissance	4	T
Holly Grove	32-352	Reconnaissance	0	F
Hollywood School	32-227	Reconnaissance	4	T
Holmhead Post Office	32-340	Reconnaissance	4	T
Holmhead School	PS-67	Potentially Significant	0	F
Holy and Sanctified Church	32-283	Reconnaissance	9	T
Hotel William Frank	32-61	Murdock	9	T
House	32-166	Murdock	1	T
House	32-167	Murdock	1	T
House nr. Adams Creek	PS-37	Potentially significant	10	T
House w/full-height portico near Rt15/616				
	PS-87	Potentially significant	0	F
Howard/Shiflett House	PS-97	Potentially Significant	9	F
Hse w/fieldstone/brick exterior chimney				
	PS-41	Potentially significant	12	T
Huckstep-Haley House, Rt. 624	PS-55	Potentially Significant	0	F
Hughes Bungalow, Shores	PS-1	Potentially Significant	1	T
Hughes House, Thessalonia	PS-83	Potentially Significant	0	F
Hunter's Lake House	32-328	Reconnaissance	12	T
Hunters Lodge Groceries	32-374	Reconnaissance	12	T
Hurt/Dagget House	32-168	Murdock	1	T
I-house with T Wing near Zion Crossroads on Rt 250				
	PS-73	Potentially Significant	0F	
I-room house W/stone chimney So of Zions Xroads				
	PS-74	Potentially Significant	0F	

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Jackson House, Bybee	PS-56	Potentially Significant	0	F
James Kidd Farm	PS-34	Potentially significant	10	T
James River and Kanawha Canal Locks 20 and 21	PS-78	Potentially Significant	0	F
Jas. R. & Kanawha Canal Co, Lock 22	127-177		10	T
John Hartwell Cocke Memorial Bridge	32-186	Reconnaissance	0	F
John J. Black Log Cabin	PS-95	Potentially Significant	9	T
John Wheeler Holland House, Carysbrook	PS-86	Potentially Significant	0	F
Johnson House, Ferncliff	32-138	Murdock	6	T
Jordan's Store	32-140	Murdock	12	T
Judy Creek School Annex	32-271	Reconnaissance	9	T
Junior School Gymnasium, Fork Union Military Acad	32-291	Reconnaissance	9	T
Kent Farm	32-253	Reconnaissance	4	T
Kent's Complex, Kent's Store	32-73	Murdock	12	T
Kent-Snead House, Carysbrook	PS-85	Potentially Significant	0	F
Kidd House	200-13	Murdock	0	F
Kidd Hse w/central chimney	32-344	Reconnaissance	10	T
Lafayette Hill	32-33	Murdock	2	T
Laughton	32-96	Murdock	6	T
Lawson House	32-252	Reconnaissance	4	T
Lee High	200-8	Murdock	0	F
Leland House	PS-15	Potentially significant	9	T
Lewis House	32-218	Reconnaissance	9	T
Lilac Terrace	32-233	Reconnaissance	0	F
Little Red Hen's House	32-142	Murdock	2	T
Lockland	32-98	Murdock	1	T
Locust Grove	32-334	Reconnaissance	4	T
Log House	32-58	Murdock	4	T
Lone Oak	32-92	Murdock	4	T
Longbrook	32-82	Murdock	0	F
Lookout Tower	32-275	Reconnaissance	9	T
Lower Breomo Cottage	32-169	Murdock	1	T
Lyle's Baptist Church	32-34	Murdock	4	T
Magnolias House	32-314	Reconnaissance	9	T
Marshall Haden House	32-263	Reconnaissance	0	F
Massie Haden House	32-209	Reconnaissance	2	T
McGowan House	32-256	Reconnaissance	0	F
Mechunk Creek Bridge	32-159	Murdock	2	T
Melrose	I-8	Intensive	0	F
Melton/Baker House	32-189	Reconnaissance	1	T
Memorial Baptist Church	32-337	Reconnaissance	0	F
Middleton	32-194	Reconnaissance	1	T
Midland Newspaper Office	32-221	Reconnaissance	9	T
Mill site & Dam on Long Island Creek	LS-6	Locally Significant	4	T

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Miller's House, Shores	32-152	Murdock	1	T
Modesto	32-216	Reconnaissance	9	T
Monument to founding of Methodism in America	32-206	Reconnaissance	2	T
Morningside Farm	PS-76	Potentially Significant	0	F
Morris Farm	PS-7	Potentially significant	4	T
Morris Tavern	32-143	Murdock	0	F
Mount Burgha	32-110	Murdock	9	T
Mt. Airy	32-20	Murdock	10	T
Murdoch Barn	32-269	Reconnaissance	6	T
Nahor PO and General Store	32-203	Reconnaissance	2	T
New Fork School	32-293	Reconnaissance	9	T
Newstead	32-97	Murdock	9	T
Oak Grove	32-100	Murdock	9	T
Oak Grove	32-83	Murdock	0	F
Oak Grove, Scottsville	32-21	Murdock	10	T
Oak Hill	32-93	Murdock	0	F
Oakbourne, Zion's Crossroads	PS-52	Potentially Significant	0	F
Oakhurst, Kent's Store	PS-66	Potentially Significant	0	F
Oakly	32-100	Murdock	9	T
Office Hill	32-37	Murdock	9	T
Old Baptist Parsonage	32-286	Reconnaissance	9	T
Old Byrd Chapel	32-323	Reconnaissance	12	T
Old Columbia Bank	200-15	Murdock	0	F
Old Kent's Store	32-322	Reconnaissance	12	T
Old Mill Farm	32-47	Murdock	4	T
Old Stone Jail	NR-8	National Register	9	T
Old Wilmington Post Office	32-160	Murdock	0	F
Omohundro Hse & Old Drug Store from Cohasset	32-195	Reconnaissance	9	T
Pace House	32-84	Murdock	4	T
Pace House at Holmhead	PS-60	Potentially Significant	0	F
Pace-Steger House	PS-79	Potentially Significant	0	F
Palmyra Amoco	32-372	Reconnaissance	9	F
Palmyra Drug Store-Bishops Corner	32-237	Reconnaissance	4	T
Palmyra Elementary School	32-262	Reconnaissance	9	T
Palmyra Lock & Dam	I-2	Intensive	4	T
Palmyra Railroad Station	32-41	Murdock	12	T
Parrish home place	32-357	Reconnaissance	9	T
Parrish House	I-5	Intensive	6	T
Parrish Tavern	32-139	Murdock	6	T
Parrish one-story house	PS-30	Potentially significant	0	F
Payne House, Rt. 659	PS-5	Potentially significant	4	T
Peaceful Farm	32-198	Reconnaissance	4	T
Pence House	32-307	Reconnaissance	9	T
Pendergraft House	PS-17	Potentially significant	9	T
Perkins Cabins at Dixie	32-214	Reconnaissance	4	T
Perkins House	32-267	Reconnaissance	6	T

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Perotti House	PS-28	Potentially significant	9	T
Pettit - Ritter House	32-282	Reconnaissance	8	T
Pettit-Hitchcock House	32-299	Reconnaissance	9	T
Phil's Creek Dam & Sluice	LS-8	Locally significant	12	T
Pinecrest (Griffin House)	200-9	Murdock	0	F
Pleasant Green	32-104	Murdock	0	F
Point of Fork Arsenal Site	NR-5	National Register	4	T
Point of Fork Plantation	NR-3	National Register	4	T
Point of Fork servants' quarters	NR-4	National Register	4	T
Polygonal House	PS-89	Potentially Significant	0	F
Ponderosa	32-136	Murdock	4	T
Powers/Black House	PS-99	Potentially Significant	9	T
Raccoon Creek Bridge	32-170	Murdock	1	T
Railroad Bridge at Bremo	PS-49	Potentially Significant	0	F
Ranson Suburb	32-170	Murdock	1	T
Rectory St. Johns Episcopal Church	32-186	Reconnaissance	1	T
Red Bank	32-77	Murdock	4	T
Redlands Slave Houses	32-245	Reconnaissance	4	T
Rill Cross Farm	PS-96	Potentially Significant	12	T
Rivanna Farm	I-6(32-261)	Intensive	0	F
Rivanna Mill, Lock	I-2	Intensive	4	T
Rivanna School	32-232	Reconnaissance	4	T
Riverside Farm Hard on the James	32-50	Murdock	8	T
Riverview	32-49	Murdock	4	T
Roadside Cottage	PS-2	Potentially Significant	2	T
Roadview	32-75	Murdock	6	T
Robinson Farm	32-333	Reconnaissance	4	T
Rock Crest School	32-238	Reconnaissance	4	T
Rock Rest	32-16	Murdock	0	F
Rohrbacher House	PS-46	Potentially significant	9	T
Rose Bungalow	PS-18	Potentially significant	9	T
Rosewood	32-185	Reconnaissance	1	T
Saint's Rest	32-187	Reconnaissance	9	T
Salem Methodist Church	32-211	Reconnaissance	2	T
Sandy Hill	32-379	Reconnaissance	0	F
Scott House	32-313	Reconnaissance	9	T
Scottsville Railroad Station	298-23		10	T
Scottsville Railroad Station, Orig site	PS-63	Potentially Significant	0	F
Sears House-Gillespie	32-268	Reconnaissance	6	T
Sears many-gabled 1/2 story house	PS-47	Potentially significant	12	T
Seay's Chapel	32-188	Reconnaissance	1	T
Selma	PS-6	Potentially significant	4	T
Shepherd Farm	32-230	Reconnaissance	4	T
Shepherd Farm, Rt. 656	PS-81	Potentially Significant	0	F
Shepherd House/Oakland School	32-212	Reconnaissance	2	T
Shepherd, Stanley Log House	PS-93	Potentially Significant	4	F
Shepherd Tobacco Barn	32-236	Reconnaissance	4	T
Shepherd's Tobacco Barn	32-236	Reconnaissance	4	T

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Shiloh Church	32-108	Murdock	9	T
Shipley-Short House	32-378	Reconnaissance	0	F
Slate roofed hse. w/end chimneys nr. Hardware Brdg	PS-35	Potentially significant	10	T
Slaughter House	32-193	Reconnaissance	9	T
Snead Hall, Fork Union Military Acad	32-297	Reconnaissance	9	T
Snoddy-Sheridan House	32-330	Reconnaissance	12	T
Solitude	32-115	Murdock	9	T
Spring Garden (Ashlin-Jackson House)	I-3	Intensive	0	F
Spring Garden Slave House	32-172	Murdock	1	T
Spring Grove	32-338	Reconnaissance	4	T
Spring Grove	32-373	Reconnaissance	0	F
Spring Hill	32-67	Murdock	10	T
St. John's Church	32-70	Murdock	4	T
St. Joseph's Catholic Church	32-336	Reconnaissance	0	F
St. James Baptist Church	PS-71	Potentially Significant	0	F
Stage Junction Post Office	32-70	Murdock	4	T
Stationmaster's House at Hardware	32-257	Reconnaissance	5	T
Stillwood Woods	32-99	Murdock	12	T
Stoneman House, Dixie	32-242	Reconnaissance	4	T
Store	32-173	Murdock	1	T
Store House, Wilmington	32-197	Reconnaissance	4	T
Stucco Colonial Revival north of Harmon Hse	PS-36	Potentially Significant	10	T
Sykes House	PS-38	Potentially significant	10	T
T.C. Johnson Store, Rt. 620	PS-64	Potentially Significant	0	F
Tall Oaks	PS-54	Potentially Significant	0	F
Talley Place	32-240	Reconnaissance	4	T
Taylor-Haden House	32-332	Reconnaissance	0	F
Tebo Black House	32-204	Reconnaissance	2	T
The Maples, Fork Union Military Acad	32-309	Reconnaissance	9	T
The Oaks	32-22	Murdock	3	T
The Union	32-29	Murdock	2	T
Thessalonia Baptist Church	32-308	Reconnaissance	9	T
Thomas House	32-91	Murdock	4	T
Thomas House, Holmhead (Dixie Dapple Farm)	32-375	Reconnaissance	0	F
Thomas House, Stage Junction	32-235	Reconnaissance	4	T
Tilman House	PS-23	Potentially significant	9	T
Todd, Collins, Wood House	32-312	Reconnaissance	9	T
Town Pump, Columbia	32-335	Reconnaissance	0	F
Trent-Ranson House	32-171	Murdock	1	T
Troxler House	32-301	Reconnaissance	9	T
Tutwiler House, Shores	PS-88	Potentially Significant	0	F
Tutwiler-Moore House, Shores	PS-75	Potentially Significant	0	F

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

Twelve Oaks	32-65	Murdock	10	T
Twin Springs Farm	32-220	Reconnaissance	9	T
Union Church	32-213	Reconnaissance	2	T
Union Mill canal	I-2	Intensive	4	T
Upper Yewers	32-278	Reconnaissance	8	T
V.N. Parrish House	32-356	Reconnaissance	4	T
Veeco Plant	32-174	Murdock	1	T
Vergil White House	32-324	Reconnaissance	12	T
W.C. Haden House	32-64	Murdock	9	T
W.W. Wilson Store & Bybee Post Office	32-321	Reconnaissance	12	T
Walton House	200-11	Murdock	0	F
Washington Log and Frame House	32-304	Reconnaissance	0	F
Wayside	32-101	Murdock	0	F
Weaver's Tavern	32-71	Murdock	4	T
Wells Cabin	32-59	Murdock	4	T
Wesley Methodist Chapel	32-346	Reconnaissance	10	T
West Bottom School	32-377	Reconnaissance	0	F
Western View	32-114	Murdock	1	T
White Chimney	32-207	Reconnaissance	0	F
White Chimney	32-207	Reconnaissance	0	F
White House, Glendale, Pleasant Retreat	32-89	Murdock	12	T
White Rock Lock & Dam	I-2	Intensive	4	T
White-Cobb-Jackson House	32-217	Reconnaissance	9	F
Whitlow-Morris House	32-361	Reconnaissance	9	T
Wildwood School	PS-82	Potentially Significant	0	F
Wildwood School	PS-53	Potentially Significant	0	F
Wildwood Station/TJ Wood and Co	32-201	Reconnaissance	2	T
Williams Well House	200-5	Murdock	0	F
Willowbrook	PS-61	Potentially Significant	0	F
Wilton	32-360	Reconnaissance	4	T
Winn House	32-107	Murdock	9	T
Winnsville	32-125	Murdock	9	T
Winnsville Cemetery	32-225	Reconnaissance	0	F
Winston McGehee House	PS-77	Potentially Significant	0	F
Wooling House	32-126	Murdock	9	T
Younger House, 1930	PS-62	Potentially Significant	0	F
Zachary Home	200-12	Murdock	0	F

The following numbers under the "quad" heading stands for the U.S. Geological Survey 1"=24,000" Quadrangle name where the site is found.

- #0 Unknown
- #1 Arvonnia
- #2 Boyd's Tavern
- #3 Caledonia

**Historic Resource Identification and Survey
of Fluvanna County, Virginia**

- #4 Columbia
- #5 Dianna Mills
- #6 Ferncliff
- #7 Keswick
- #8 Lakeside Village
- #9 Palmyra
- #10 Scottsville
- #11 Simeon
- #12 Zion Crossroads

The "T" and "F" under the "computerized" heading stands for "true" (the site is one of the 344 digitized sites) or "false" (it is one of the 79 sites which has not yet been digitized).

MAP COMPUTERIZED DATA

344 of the 431 records' sites were computerized (digitized) into digital map files in a DLG III optional format by the Information Support Systems Laboratory (ISSL) at Virginia Polytechnic Institute and State University. Each site was tagged with a unique identifier, provided either by VDHR or by the surveyor, and the level to which the property was surveyed. The 79 records not digitized are properties surveyed to a reconnaissance level or identified as potentially significant after the information was computerized in the summer of 1993.

FUTURE ACCESS TO DATA

IPS digital survey forms and hardcopy files from this project are permanently stored at the Virginia Department of Historic Resources. These files are open to the public by appointment, Monday-Friday, 9:00 a.m.-5:00 p.m. in Richmond, Virginia. Call (804)-786-3143 for information. In addition, the database records and digital map files for Fluvanna County are available at the Thomas Jefferson Planning District in Charlottesville. The files are open to the public from the hours of 8:00 a.m.-5:00 p.m., Monday-Friday. Call 804-972-1720 for information.

PROJECT DESCRIPTION

FLUVANNA COUNTY HISTORIC RESOURCES COMMITTEE

The Fluvanna County Board of Supervisors funded this project to learn more about the county's historic resources and ultimately to incorporate the knowledge gained into the Fluvanna County Comprehensive Plan. To guide the project, the Supervisors appointed a Historic Resources Committee in the fall of 1992: Josephine Snead, President of the Fluvanna County Historical Society, Deborah Murdock, a member of the Comprehensive Plan revision committee, Leonard Gardner, Rivanna District Supervisor, Jeff O'Dell and Julie Vosmik from the Virginia Department of Historic Resources, Lindsay Nolting, local architectural history surveyor, and Michael Collins, from the Thomas Jefferson Planning District. Land and Community Associates, a private environmental planning and historic preservation firm, was subcontracted by the Planning District to provide architectural history services. (see Figure 1).



Figure 1

By December the committee had organized a community meeting at Carysbrook to identify structures, properties, and areas not previously mapped which they thought to be historically significant. From the properties identified, over 200 were surveyed to a reconnaissance level (exterior description only) and seven properties as well as the canals and locks on the Rivanna River, were surveyed to an intensive level (exterior and interior description). These surveys contain photos, negatives, site plans and architectural descriptions of each of the properties visited. Four architectural history themes of the county, settlement patterns, agriculture, transportation, and domestic, were prepared. These describe the history of the county as it related to architecture identified through the surveys.

PROJECT RESULTS

HISTORIC CONTEXTS

THEME: SETTLEMENT PATTERNS

Introduction

The James, Rivanna and Hardware rivers and their tributaries undoubtedly appealed to both Native Americans and early European settlers who established communities in the area now known as Fluvanna County. The county's most fertile soils lay along these waterways, and the rivers provided transportation as well as excellent opportunities for agricultural development.

Prior to European settlement in Virginia, Monocan Indians inhabited the region that today includes Fluvanna. *Rassawek*, at the confluence of the James and Rivanna rivers, may have been one of the five capitals of the Monocan nation. Unlike other Native American groups, the Monocans are not known to have come into direct contact with early European settlers, who arrived in the area in the 1720s and 1730s. Consequently, no known first-hand account of their social and economic condition survives. Some knowledge of the Monocans has come through interpretation of the numerous and diverse artifacts found in Fluvanna County and elsewhere. These artifacts include arrowheads, milling stones and bowls, knives, and other objects.¹ Several theories have been proposed as to why the Monocans left the area. The most frequent account is that they left as a result of feuds with the Powhatans near Richmond or as a result of the Iroquois' increasing power.²

Like the Monocans before them, Europeans first settled along Fluvanna County's waterways, primarily the James and Rivanna rivers. One of Fluvanna's earliest estates, John Hartwell Cocke's Bremo, (DHR 32-2, National Register of Historic Places) occupied a two-and-a-half-mile stretch along the James River's north bank. Bremo's primary crops were tobacco, corn, and wheat.³ While a few prosperous landowners, including the Cockes and the Carys of Carysbrook (DHR 32-7), maintained large plantations containing up to 6,000 acres of these highly prized riverside lands, the majority of Fluvanna County's early residents owned small farms.⁴

In 1777, in the midst of the American Revolution, residents of the area successfully petitioned the state to form Fluvanna County from part of Albemarle County. Albemarle County recently had moved the county seat from Scott's Ferry (Scottsville) to Charlottesville, and those living in the County's southeastern portion argued that this act was discriminatory, for Charlottesville was too far

¹"Appointment With Nostalgia: A Historical Sketch of the Village of Fork Union, Virginia." *The Bulletin of the Fluvanna County Historical Society*, number 21, October, p. 16.

²Fluvanna Civil War Commission, *Fluvanna County Sketchbook 1777-1963* (1961-1965), pp. 11-12.

³Joseph Ringers, Jr., "The Mystery of the Monocan Indians of Fluvanna County, Virginia." *The Bulletin of the Fluvanna County Historical Society*, number 39, April 1985, p. 27.

⁴Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, 14.

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and too difficult a trip for those in the southern portion of the County.⁵ The newly formed county covered approximately 282 square miles.

Small villages developed during the late eighteenth and early nineteenth centuries. Those located at a crossroads often featured a tavern, store and post office. Other settlements of an industrial nature developed along the Rivanna River including Union Mills, Rivanna Warehouse and Bernardsburg. Many early towns depended upon a single entity such as a road or mill for their existence and disappeared with the establishment of new transportation routes or the failure of a local business. Virginia's first rural delivery service--established from Palmyra's post office--later led to the relocation and consolidation of the post offices that had contributed to the growth of many of Fluvanna's early villages.⁶

In the closely grouped settlements, churches such as Lyles Baptist Church at Wilmington (DHR 32-34), Fork Union Baptist (DHR 32-14), Fork Union Presbyterian (DHR 32-302), Palmyra Methodist (DHR 32-40), Grace Episcopal at Breemo Bluff (DHR 32-164), and the four churches of Columbia (DHR 200-1, DHR 32-336, DHR 337, and DHR 32-343), became key landmarks, often visually the dominant buildings of the settlement. Smaller churches frequently were found in more isolated settings. Sharing clergy with other churches, these rural churches drew upon a dispersed congregation. Berea Chapel (DHR 32-345) and the Holy and Sanctified Church building on Route 640 (DHR 32-283; figure 1) represent this type in appearance and setting. Other churches such as Byrd Grove (DHR 32-229), Bybee Road (DHR 32-320), Bethel (DHR 32-123), or Beaver Dam (DHR 32-208) define adjacent communities and drew supporters from more distant areas as well.

Until well into the automobile age, where there was a village church there was a parsonage. Saint's Rest (DHR 32-187), the Victorian parsonage associated with Palmyra Methodist Church, fits that pattern. In 1900, the minister living there was responsible for a circuit of seven churches: Palmyra Methodist and six smaller, more distant, country churches including Seay's Chapel (DHR 32-188) and Wesley Chapel (DHR 32-346). The former Baptist parsonage in Palmyra (DHR 32-286) sits on a steep knoll at the edge of town, overlooking the Rivanna River.

Both Palmyra and Fork Union (town-sized, but unincorporated) contain a combination of domestic, religious and commercial buildings. Some buildings appear to have been placed randomly while the sighting of others adheres to traditional village architectural layout.

Following the Civil War, small, satellite, African-American communities sprang up outside the predominantly white villages. Ten African-American, Baptist churches were built shortly after the war--Columbia, Cloverdale (DHR 32-281), Thessalonia (DHR 32-308), West Bottom, New Fork

⁵ "Highways and By-ways of Fluvanna County," *The Bulletin of the Fluvanna County Historical Society*, number 12, April 1971, p. 5.

⁶ "Post Offices of Fluvanna County, Part I." *Bulletin of the Fluvanna County Historical Society*, number 15, p. 8.

(DHR 32-293), Union Baptist, Shiloh, Saint James, Evergreen, and Byrd Grove (DHR 32-229) -- each central to a community of the same name. Several small churches of other denominations also were established. In turn, neighborhoods surrounding the African-American churches had satellites of their own. Thessalonian Church, for example, west of Fork Union, drew people from Gravel Hill and Tepee Town.⁷

Bremo Bluff

Located along the James River, the Bremo area became one of the first explored and settled in Fluvanna County. Its name derived from the Cocke family plantation, Bremo, and the rocky bluffs lining the James in the area. The railroad, arriving in the late nineteenth century, played a large role in the development of the community. The late-nineteenth-century railway bridge at Bremo washed away in the flood of 1972. The present bridge was built atop the old piers. The village retains several buildings of the railway era ranging from a commercial structure, Colbert's Funeral Home (DHR 32-54) near the tracks to a Queen Anne Style dwelling, the Cain House (DHR 32-184) higher on the hill.

Several bungalows (DHR 32-183, 32-190, 32-191, 32-192) located along the east side of Route 657 at Bremo Bluff are partially attributable to the railroad's presence; they were shipped flat, by freight, and assembled as employee housing for the nearby Virginia Electric and Power Company (now the Virginia Power Company). Each bungalow has its own back porch view of the James River low grounds. The Virginia Power Company's brick and concrete industrial Art Deco-style plant (DHR 32-174), built around 1930, is sighted adjacent to the river.

Columbia

Establishment of the Rivanna Warehouse in 1785 at Columbia, the first state tobacco inspection station west of Richmond, brought tobacco growers from a large region to Columbia and spurred local development. Located near the site of the earlier Monocan village *Rassawek* at the confluence of the James and Rivanna rivers, Columbia became Fluvanna's earliest incorporated town upon receiving its charter in 1788. David Ross, who owned a substantial amount of property in Fluvanna County including a 150-acre tract in the Columbia area, chartered the town, entrusting a committee of seven county residents with the task of "lay[ing] off lots with convenient streets." These one-half-acre lots were sold individually, with the requirement that the purchaser construct a dwelling of at least 16 square feet with stone or brick chimneys.⁸ The town was laid out on a hillside overlooking the James River. Its streets were named after heroes of the American Revolution and saints.⁹

By 1835, Columbia contained 20 dwellings, four mercantile stores, two taverns, one nondenominational church, one school, two tailors, three boot and shoe factories, two cabinet

⁷Information courtesy of Frank Hughes.

⁸Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 38.

⁹Lindsay Nolting, *A River Town's History* (Richmond: Manuscript from file number 32-36, Virginia Department of Historic Resources, 1989), p. 1.

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makers, one wheelwright, one house carpenter, and one smith shop. Its population of 177 included 85 whites, 54 free blacks, and 38 slaves.¹⁰

One of the most significant events in the town's history was the building of the James River and Kanawha Canal at Columbia. The town's commercial boat traffic was at first circumscribed by the variable navigability of the rivers, a significant disadvantage in terms of development.¹¹ The canal's construction, however, transformed Columbia into a thriving community. In 1850, the Rivanna Connection, a short canal, was constructed at Columbia to link the James River and Kanawha Canal with the Rivanna Navigation Company's system. Increased travel through the area further encouraged the town's growth.

The coming of the railroad in 1881 led to the decline of the James River and Kanawha Canal. Passenger and mail train service to Columbia continued until 1958 and freight train service to the town until the mid-1970s.¹²

Columbia's layout continues to reflect its historic origins. The town's overall character derives from the many existing buildings which date from the eighteenth and nineteenth centuries. Construction of State Route 6 through the town along St. James Street, hurricanes Camille and Agnes that flooded Columbia in 1969 and 1972, respectively, and neglect of a few local landmarks have somewhat marred what would otherwise be a cohesive 18th- and 19th-century village.

At the northeast edge of Columbia, a neighborhood long known as Free Hill is topped by an early African American cemetery. Free Hill remains an African - American neighborhood; most of the houses are of recent construction.

Fork Union

In 1745, prior to the formation of Fluvanna County, Abraham Seay, son of a Huguenot immigrant, received one of the first local land grants near the site of the present-day village of Fork Union. The 385-acre grant required that the land be occupied and improved within three years. Seay operated a tavern called Three Chimneys, in his 1748 residence on the Charlottesville-Richmond River Road.

Development of the town was further encouraged when Austin Seay built a mill around 1800 on Crooks Creek near his home.¹³ The mill was powered by water from a lake on the creek created by

¹⁰Joseph Martin, *A New and Comprehensive Gazetteer of Virginia* (Charlottesville, Virginia: Joseph Martin, 1835), p. 176.

¹¹Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 39.

¹²Nolting, *A River Town's History*, p. 7.

¹³"Post Offices of Fluvanna County, Part II." *The Bulletin of the Fluvanna County Historical Society*, number 16, p. 7.

an 18-foot dam over which the River Road passed. Other establishments followed including a tannery, blacksmith, and wheelwright shop, and general store with a post office.¹⁴

The name "Fork Union" originated from the town's location inside the fork of the James and Rivanna rivers and from an early church used by the Episcopal, Methodist, Baptist, and Presbyterian congregations on alternate Sundays. Constructed of brick in 1824-25, Fork Union Church occupied a focal point of the town and today is located at the intersection of two major roads, U.S. Route 15 and State Highway 6.¹⁵ The only surviving church in the county older than the Fork Union Church is Salem Methodist Church (DHR 32-211), built in 1822.

Fork Union gained recognition in the 20th century with the establishment of the Fork Union Military Academy (DHR 32-292, 32-291, 32-309, 32-297, 32-363). Julia Moore Seay donated 17 acres of this tract to the Fork Union Military Academy around the turn of the 20th century, and today most of the original Seay grant is owned by the institution.¹⁶

The buildings in the immediate vicinity of Fork Union Baptist Church illustrate the juxtaposition of architectural styles found in Fork Union today. A modern Exxon Gas Station shares the intersection of U.S. Route 15 and State Highway 6 with the church. West of the gas station is a circa 1935 commercial row of flat-roof buildings. Two shops are joined and two are separated by narrow alleys. The Fork Union traditional business district includes the brick store at the western end of the block that replaced Graham Thomas's General Store and the adjacent Drumwright Building that occupies the site of the former Fork Union Post Office. Just east is a brick veneer building with an ornamental, off-center gable over the entrance, now the State Farm Bureau Office. Originally stucco-clad, this building served first as a bank.¹⁷

On the opposite side of Route 6, Potluck Alley followed the west side of the Fork Union Church property, curving around the bottom of the hill where Careby Hall (DHR 32-300) has stood since 1898. Little remains of the African-American, residential neighborhood that developed in this vicinity. At present, the dwelling closest to the church is a circa 1925 frame bungalow (the Crump House) to which brick cladding and Classical Revival-style details have been added. Next to that stands a gambrel-roof, brick and frame workshop of recent construction. To the west is the Queen Anne-style Weaver House, and across the road to the northwest is the Kie House. This slate-roof, multi-gable, one-story, frame house with a raised, brick basement charmingly combines Classical Revival-style elements with Folk Victorian. The original board sidewalks connecting the Weaver and Kie houses have been replaced with concrete sidewalks.

¹⁴"Appointment With Nostalgia," p. 18.

¹⁵Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 44.

¹⁶"Appointment With Nostalgia," p. 17.

¹⁷In September 1935, a state trooper was shot and killed while trying to prevent a bank hold-up at the bank; a Fork Union Military Academy student who had joined the posse hunting the killer was shot and killed later the same day.

Kents Store

Kents Store was named for James M. Kent who established a small store at this crossroads in 1845. As in many stores of the time, Kent later incorporated a post office and served as postmaster. Gold was actively mined in the area from the 1830s to the Civil War and attracted a number of people to the region. By the 1870s, Kents Store was a thriving town filled with shops and dwellings. It became a trade center as well with goods taken by cart from Kents Store to the James River and Kanawha Canal.¹⁸

A Sears mail-order house near Kents Store, the Gillespie House (figure 2), dates from 1914. It is a house of many corners: a tour de force of hipped roofs mutating to gables. The foundation is brick; the walls are weatherboard; and the gables shingled and latticed, with a return. The roof of the central block has two wood-shingle, gable-roofed dormers with six-over-six sash windows. Otherwise the windows are two-over-two with louvered wooden shutters. A porch across the front of the main block has three square, chamfered posts and simple, widely-spaced, square balusters (DHR 32-268).

Palmyra

Like many rural villages, Palmyra began as a single milling establishment in 1813 when the Reverend Walker Timberlake established a grist mill along the Rivanna River. Timberlake, an active and prominent member of the community, campaigned to have the Fluvanna County courthouse, then located across the river on land once owned by Thomas and Patrick Napier, moved to Palmyra. The Napier brothers' efforts to develop a community around the first courthouse had failed, and Timberlake challenged the site's accessibility, arguing that current roads made travel to the area difficult.¹⁹ A public referendum determined Palmyra the new location of the courthouse, defeating Fluvanna Court House--the original location--Wilmington and a proposed site near Shores. Timberlake deeded four acres of land for establishment of the county seat.²⁰

Following relocation of the courthouse to Palmyra, the village began to grow. Joseph Martin's 1835 *New and Comprehensive Gazetteer of Virginia* described Palmyra as the

seat of justice, . . . situated on the Rivanna River, 14 ms. from its junction with the James. Besides the county buildings which are of brick, and have been recently erected, it contains 14 dwelling houses, 1 methodist house of worship, 1 mercantile store, 1 tavern, 1 merchant, grist and saw mill, 1 woollen factory, 2 saddlers, 2 tailors, 1 boot and shoe factory, 1 tanyard, 1 cabinet maker, and several carpenters and cooper. A handsome and permanent bridge is erected across the Rivanna.

¹⁸Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 42.

¹⁹Minnie Lee McGehee, "Old Taverns of Fluvanna," *The Bulletin of the Fluvanna County Historical Society*, number 29, October 1979, p. 20.

²⁰W. E. Trout, III, *The Rivanna Scenic River Atlas* (Prepared for the Virginia Canals and Navigation Society, April 1992), p. 14.

*This village is thriving.*²¹

Throughout this period, Walker Timberlake continued to own most of the property in the town and farmland surrounding it, totaling 675 acres and containing a number of dwellings and stores. In 1838 he sold approximately one-third of this acreage to his son-in-law Abram Shepherd and Shepherd's brother Albert. To finance their commercial ventures, the Shepherd brothers continuously sold off portions of their property, including a large tract in 1854.²²

Palmyra, the county seat, grew as a stop along the Rivanna River navigation system. By 1880 the village, with a population of 84, contained an array of businesses. Professionals and trades-people included attorneys, coach and wagon makers, distillers, druggists, general merchants, hotel managers, insurance agents, land agents, milliners, millers (saw, corn, and flour), millwrights, physicians, saddlers and harnessmakers, tailors, tanners, tobacco manufacturers, undertakers and farmers.²³

Palmyra was established as an architecturally cohesive governmental center surrounded by outlying farms. Glen Burnie (DHR 32-17) and Chinquapin Hill predated the village settlement, as did Timberlake's Brick House and the early house at Solitude. Immediately surrounding the government complex a residential and commercial village neighborhood evolved, with periods of prosperity and new building associated with the development of the Rivanna River navigation system and later the railway.

In Palmyra, an easy-to-read pattern of building construction survives because of the carefully planned sighting of key buildings around the courthouse green. Cocke's and Timberlake's logical plan has influenced the disposition of subsequent commercial and domestic buildings. The former Midland Newspaper office, built west of the courthouse green after the fire that destroyed much of Palmyra in 1930, retains the scale and layout established in the previous century.

Other commercial buildings constructed soon after the Palmyra fire include Dr. Steere's dental office, formerly an undertaker's establishment. The building is a front-gabled brick building with the three-stepped gable facing Route 15. On the other side of Route 15, the old Palmyra Drug Store, constructed of brick with an ornamental pattern of glazed headers, has a flat roof with parapet, an elaborate wood cornice, and plate glass windows.

Union Mills

Union Mills developed early in Fluvanna County's history and remained an important commercial

²¹Martin, *New and Comprehensive Gazetteer of Virginia*, p. 176.

²²David W. C. Bearr, "At a Place Called Palmyra." *The Bulletin of the Fluvanna County Historical Society*, number 34, October 1982, p. 17.

²³J. H. Chataigne, *Chataigne's Virginia Gazetteer and Business Directory, 1884-85* (Richmond: J. H. Chataigne, 1885), p. 250.

site into the 20th century. The town's beginnings date from 1796, when John Bowin and Sarah Jones Magruder began operation of a mill north of the Rivanna River near Adams (today Magruder's) Falls. Powered by water from the river, the mill's operation required construction of a mill dam.²⁴ The Magruders constructed the dam in adherence with existing legal specifications, and also built a canal and lock, probably the first on the Rivanna, to allow the passage of boats.

The Magruders' milling operations grew rapidly, employing over 100, and a community of mill workers and their families grew up around the mill.²⁵ By 1835 Union Mills had become a prominent milling village. Joseph Martin's 1835 *A New and Comprehensive Gazetteer of Virginia* described the village, "situated in the midst of beautiful mountain and river scenery:"

*At this place there are located, a merchant mill, grist and saw mill, and a cotton factory called the Virginia Union Factory—This factory owned by Messrs. Timberlake and Magruder is a large and commodious brick building; it runs 1500 spindles, besides the necessary machinery for carding, &c.—it contains 12 power looms, in which several hundred yards of substantial cloth are made per day. The cotton yarn of this establishment is in high repute throughout the state. More than 100 operatives are employed by the enterprising proprietors in the different departments of their establishment.—The place contains comfortable houses for the accommodation of 18 or 20 families, a tanyard, and a Methodist house of worship, besides the elegant dwellings of the proprietors.*²⁶

Union Mills and the Virginia Union Factory continued to thrive in Fluvanna throughout the 19th century. In 1900, the company moved its offices to Charlottesville; the factory building was demolished around 1937.

Wilmington

Located between Columbia and Charlottesville, Wilmington became a busy center of trade and travel early in Fluvanna County's history. Stagecoach Road (of which the southeastern arm was sometimes known as Ross's Ferry Road), brought travelers from Charlottesville to Columbia. In Wilmington, services for these travelers included taverns, stagecoach horse stables, a blacksmith shop and wheelwright shops. Development of the James River and Kanawha Canal system further enhanced the town's growth.²⁷

Small industries developed in the area including a tobacco factory, broom factory, brick kiln and

²⁴David W.C. Berr, "The Timberlakes: Shaping Fluvanna." *The Bulletin of the Fluvanna County Historical Society*, number 26-27, April 1978, p. 13.

²⁵Berr, "The Timberlakes," p. 15.

²⁶Martin, *A New and Comprehensive Gazetteer of Virginia*, p. 176.

²⁷Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, pp. 39-40.

cabinet-maker's shop. Community buildings included an early church and school. In 1827, Wilmington was considered for the site of the new county courthouse, although Palmyra was chosen.²⁸

Wilmington remains a village settlement with a clear identity, although it has lost its ordinaries, blacksmith shop, cannery, school, and post office, where neighbors once met on their daily rounds. Lyles Church (DHR 32-34)--founded in 1774, built in 1845, and partially rebuilt in 1883--still plays a prominent role in village life, as its sighting and appearance suggest.

Public Buildings

Walker Timberlake, the Methodist preacher who undertook various architectural and engineering projects in Fluvanna County, oversaw construction of the Fluvanna County Courthouse (DHR 32-40) in Palmyra, completed in 1831. Local tradition credits John Hartwell Cocke of Brems, one of five commissioners who drafted plans for the building's design, with primary responsibility for the building's final appearance. The courthouse's temple-like character led architectural historian Talbot Hamlin to deem it the "Acropolis of Palmyra." The Fluvanna County Courthouse survives as one of Virginia's few antebellum courthouses with a minimum of interior and exterior alterations and/or additions.²⁹

The Fluvanna County Poor Farm Overseer's House (DHR 32-341) is associated with governmental influence on settlement. Built in 1890, it is a four-square farmhouse with a pyramidal roof and enclosed slope chimney. Poor farm residents lived in cabins around the edge of the property. The cabins were sold, dismantled and removed and the farm reverted to private hands when the New Deal welfare system began. The graves of the paupers (as residents were called) remain at the fringe of the farm.

Although this survey did not develop an education theme, schools bear mentioning here because of their association with the County's settlement pattern. Early 20th-century schools in Fluvanna, like their 19th-century predecessors, were built predominantly in the village setting. Children attended neighborhood schools until the mid-1930s when consolidated schools became standard. Fluvanna schools began to implement racial integration of students in 1964---until then, the County maintained separate schools for black and white students.

Late-19th- to early-20th-century neighborhood schools for white children are represented by examples such as the Rivanna School. Many one- and two-room school buildings once a prevalent type, have been demolished, moved or altered for new uses. These frame or log schoolhouses were superseded by the consolidated model represented by Palmyra Elementary (DHR

²⁸Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, pp. 39-40.

²⁹Calder Loth, editor, *The Virginia Landmarks Register* (Charlottesville, Virginia: University Press of Virginia, 1987), p. 152. The courthouse was not included in the survey since it is individually listed in the National Register of Historic Places.

32-262) or Fork Union Elementary (DHR 32-295), brick buildings covering 11,000 to 14,500 square feet.³⁰

At the New Fork School (figure 3), from 1934 to 1936, teachers provided a high school curriculum for African-American students for the first time in Fluvanna. New Fork School is a one-room, front-gabled building with simple plank steps leading to its double doors. It has tall sash windows on three sides and a central chimney for a stove. This building served the New Fork neighborhood as an elementary school before the Dunbar School (a Rosenwald schoolhouse) replaced it. Being vacant, the school was claimed for temporary use as a high school. With just one teacher, the Reverend W.J. Kerr, a native of North Carolina, 33 students registered for high school the first year. African-American leaders used the record of high achievement by students at this provisional high school to win support for a larger permanent high school.

In 1936, Abrams High School (DHR 32-319, figure 4) replaced New Fork. The new high school was named for Samuel C. Abrams, supervisor of Fluvanna Negro Schools, who was the primary force in the school's construction.³¹ It is a brick school building on a scale similar to Palmyra Elementary or Fork Union, with a wide, ornamental, central, front gable. The entrance is recessed, with glass paneled double doors and a transom. Five-mullioned, six-over-six-light windows flank the doorway. There are four interior chimneys. Additions were made in 1952 and again in 1967. The S.C. Abrams Building now serves as the office of the unified Fluvanna County Public School Board.

In 1934, two years before Abrams was built, a consolidated Fluvanna County High School for white students opened on Route 15 at Carysbrook (DHR 32-259). Also of brick, the building has a parapet roofline and, centered on the long west wall, a double-deride entrance flanked by fluted columns. A false balustrade and denticulated cornice with a centered pediment and a pair of engaged masonry columns to full cornice height add further emphasis to the doorway. The windowless end walls of the 1934 High School have centered pedimented double doors. An auditorium is attached to the southeast corner of the main building. It has a sloping floor, high arched windows, a balcony and a proscenium stage.

In recollecting a teaching career in Fluvanna during the first third of this century, George M. Bashaw of Fork Union wrote:

The buildings and equipment were very crude compared to what we have today, more emphasis was put on teacher than equipment. Today I fear we have reversed this. Despise not the day of

³⁰Fluvanna County School Board, February 1993.

³¹Margaret Wallihan Hudson, "History of Education in Fluvanna County 1777-1940," (Masters Thesis, University of Virginia) 1941.

*small things.*³²

THEME: DOMESTIC

Introduction

European settlers arrived in Fluvanna County in the 1720s and 1730s, usually coming from the Tidewater area of Virginia. These settlers often built their first homes as temporary structures that easily succumbed to adverse weather conditions and fire. No freestanding dwellings are known to remain from this period of settlement. A stone hunter's lodge, said to date from 1725, is enclosed in the main house at Lower Bremono, serving as the dining room.

The domestic residence is the major property type in the county. Fluvanna, like much of the rural south, is a land of wooden houses. The oldest surviving dwellings reveal the early settlement pattern of locating farms near rivers, where settlers found building materials and fertile soil. There they would establish holdings and clear land for crop cultivation.

Fluvanna County property owners often entertained in their residences rather than make the difficult journey to distant cities. When they did travel, the house rarely was left unattended, and one or two family members normally remained at home to manage the property.³³ Families gathered for quilting parties, home dances and picnics. Other festivities centered around work such as molasses-making and corn-shucking, where the community gathered to accomplish a task and celebrated with food and dancing afterwards.³⁴

Domestic Architecture

John Hartwell Cocke (1780 - 1866) brought Thomas Jefferson's Classical Revival style and the Gothic Revival style to the County's residential architecture. He designed his own residences including Bremono Recess, Upper Bremono, and Lower Bremono; these influences are evident in Cocke's designs for these three homes. Cocke's designs incorporated Palladian details; he also was known for his imaginative use of stone. Bremono is one of the few Fluvanna plantations to make extensive use of stone.³⁵

³²Hudson, op. cit. p. 218.

³³McGehee, "Yankee Farmer in Fluvanna," part II, p. 63.

³⁴Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 45.

³⁵Ellen Miyagawa, "John Hartwell Cocke's Architectural Legacy to Fluvanna County." *The Bulletin of the Fluvanna County Historical Society*, number 40, October 1985, p. 11. See also Bremono Historic District, National Register of Historic Places.

Intensive-Level Survey

Seven dwellings were surveyed at the intensive level during the 1993 architectural survey of Fluvanna County. These properties were chosen based on their age (most were antebellum properties) and their minimal number of alterations. While these properties represent a significant cross-section of early surviving dwellings in the county, few county-wide trends can be inferred from the findings because of a lack of comparative data. Instead, the individual architectural significance and integrity of each property will be discussed.

Carysbrook (DHR 32-7, figure 6)

Miles Cary received the original 6,000-acre grant for the property today known as Carysbrook in 1727. Typical of early settlement patterns in Fluvanna County, the grant encompassed land along the Rivanna River. Wilson Jefferson Cary, a member of the Virginia legislature and justice of the peace of Fluvanna County, inherited the property in 1817. The original frame house burned in 1826, and the existing brick dwelling was built for Cary's widow, the former Virginia Randolph of Tuckahoe Plantation, around 1828. John Hartwell Cocke of Bremo is believed to have designed this residence.

Carysbrook is an unusual two-story, three-bay, brick house with raised basement laid in Flemish bond. The house, which has a beveled watertable, also features stepped parapet ends, a corbeled brick cornice, and a slightly projecting rear stairhall. Both front and rear entrances have six-panel doors with an unusual single sidelight and a wide, delicate, traceried transom. Changes in brickwork indicate a reworking of the parapet ends and changes in window size. There is a one-story, frame addition on one end of the original house.

The interior features elaborate woodwork including Federal-style mantels, fluted alcove surrounds with keystones, and decorative stair brackets. The mantels in the main first-floor rooms are tall with layered cornices. They feature both paneled and fluted pilasters and carved sunbursts with a particularly large example on the raised central panel on one mantel (figure 7) and a large plain oval on the other mantel. The second-floor mantels are plainer, but continue the use of layered cornices and paneled and fluted pilasters. The stair, located in the rear stairhall, has a tall square newel with round knob, thin rectangular balusters, molded handrail and fanciful stair brackets in a repeated vine relief motif.

Several outbuildings remain on the property including a pyramidal-roofed, frame smokehouse and a large, brick storehouse (figure 8). This storehouse, laid in five-course American bond, has a banked entrance on one side and is contemporary with construction of the house. A sign placed over the main entrance comes from the local Carysbrook depot.

Spring Grove (DHR 32-74, figure 9)

John Ashlin (1762-1823) purchased the Spring Grove tract along the Rivanna River from Sylvanus and Mary Bryant in 1798 and had the original section of the current dwelling built around that time. Two or three mills--grist and manufacturing and/or saw--also were built on the property, near the river. Upon Ashlin's death in 1823, his nephew Robert inherited the property and had a second dwelling constructed. Both this house and the mills were dismantled around 1914 when the mills

stopped operation.

The existing house at Spring Grove was built in stages. The original house was a one- or one-and-a-half-story, three-bay dwelling clad in beaded weatherboard and built on a stone foundation. The stone chimney in the cellar of this section has a segmental-arched opening with keystone for the fireplace. Tradition holds that this section of the house dates from the late eighteenth century. Around 1820, a two-story, three-bay frame section was added to the western gable end. The addition has an exterior-end, brick chimney laid in five-course American bond. Across the front of the house, a one-story, four-bay, shed-roofed porch connects the two sections. A later, one-story, shed-roofed addition was added to the rear of the original section.

The eastern room in the original section has been covered with horizontal boards that cover the walls, mantel, and woodbox adjacent to the fireplace. The central passage of this section has a plain board wainscot and six-raised-panel doors to the flanking rooms. The batten door to the rear addition retains its original H-L hinges. The 1820 section contains the only existing stair to the second floor; the original stairs were removed. All mantels in the house are similarly influenced by the Federal style, indicating that the interior was refinished when the addition was built. They have slender pilasters and a raised central panel on the fairly narrow frieze. A decorative sunburst is found on the raised central panel on the mantel in the 1820 addition.

Fork Union Military Academy - Hatcher Hall (DHR 32-363)

Fork Union Military Academy was established in the fall of 1898 as Fork Union Academy by Dr. William E. Hatcher, a prominent Baptist minister. At that time there was no high school in this area. The first class of 19 students, both male and female, met in a rented house. About 1900 the first school building, known as Academy Hall, was constructed, but it later burned. Military instruction began in 1902 and in 1913 the name was changed to include the word "military." The school at that time restricted enrollment to male students.

Hatcher Hall, the central building on the campus, was built between 1914 and 1916 and is named for the school's founder. Built in a castellated Gothic Revival style, it imitates the architectural style of Virginia Military Institute, the nation's oldest, state-supported, military school. It features a four-story, central tower and smaller, end towers. The building also has a crenelated roof parapet. Hatcher Hall houses administration on the first floor, classrooms on the upper floors, and the kitchen and dining halls in the basement.

Melrose (DHR 32-19, figure 10)

Melrose was built in 1813 by Charles A. Scott (1777-1843), a grandson of Joshua Fry, and of the family who founded Scottsville on the James River. Scott also had Middleton Mills built at the same time that his house was constructed. The five-story brick mill burned in 1919. In the 1815 tax assessment, the mill was valued at \$1,000 and the house at \$2,500--the highest assessment in the county at that time.³⁶

³⁶Research by the owner, the Miyagawa family.

Scott moved closer to Scottsville and sold Melrose in 1822 to Chastain Shores, a French Huguenot, who in turn sold to Colonel Martin Tutwiler in 1831. It was during Tutwiler's ownership that fire damaged the house. Tutwiler sold it to the Johnson family in 1860, who lived in the house until 1888 when A.J. Seay purchased both the house and mill. There were a number of other owners until the Miyagawas purchased the house in 1973.

Melrose is an imposing two-story, five-bay, brick house with a raised basement that stands on a knoll with a terraced front lawn. The brickwork is Flemish bond with a beveled watertable and jack arches over the windows. A fire about 1837 resulted in a major interior renovation. Consequently, today the house reflects several stylistic periods. The stair has a graceful, ramped handrail with a plain, turned newel and decorative brackets (figure 11). Many of the doors are six panels with Greek Revival molding. The mantels were replaced in the 1880s.³⁷ All the mantels are similar with fluted pilasters that end with console-like shelf supports with decorative ends (figure 12).

Parrish House (DHR 32-364, figure 13)

In 1843, William S. Parrish purchased a 238-acre tract of land upon which stood the original section of the main house. The property later was divided and currently consists of 152 acres. The property remains in the Parrish family.

The Parrish House was built in stages. The older section is one-and-a-half stories with a later, two-story addition. The frame house is sheathed in vinyl siding and standing-seam metal covers the gable roofs. A one-story, five-bay porch unifies the facade and has decorative sawn railing and spindle brackets. The main entrance into the newer section has double doors with a transom. Windows are six-over-nine-light, double-hung sash on the first floor and six-over-six on the second floor. There are two gable-roofed dormers on the one-and-a-half-story section. A two-story ell was added to the rear of the original section around 1908.

The main room in the older section features a beaded chair rail and wide, four-panel doors. The Georgian-style mantel in this section has molding around the opening and a plain paneled frieze. The molded cornice has a row of dentils across the bottom and there is a shallow mantel shelf. The first addition, built on a single-pile, side-passage plan, has a plain stair with a square-pegged newel with square cap, molded handrail, and rectangular balusters. There is a plain Federal-style mantel in this section.

Rivanna Farm, (DHR 32-261), figure 14)

Joseph Samuel Payne of Goochland County purchased Rivanna Farm from the James Galt estate in 1877. Located along the James River, the property included a mill, dwelling kitchen, and other outbuildings constructed by the Galts. As a result of subdivision of the property, the mill, which is seriously deteriorated, is no longer located on the property.

³⁷The Seay family owned Melrose at that time and they left a number of journals that document the house.

Rivanna Farm is a two-story, three-bay, frame house built in the 1880s by D. Wylie Anderson, a local carpenter who later went on to be a successful architect in Richmond. Lumber to build the dwelling is said to have been finished at Payne's sawmill on the property.³⁸ The two-story, two-level, front porch is the focal point of the facade and features square, paneled posts, a decorative railing, and bracketed cornice. A transom and sidelights surround the four-panel entrance door. Bay windows flank the porch. The interior features mantels with plain pilasters and frieze and a two-flight stair with heavy turned newel in the central passage.

Rivanna Farm retains several first-generation outbuildings. Around 1910, the original detached kitchen was connected to the main house with an addition. Nearby stands a one-story, two-bay, tenant house with a large, exterior-end, stone chimney that has been rebuilt. Other surviving outbuildings include a corncrib, an 1898 barn built on the site of an earlier barn that burned, and a school moved to this location from a site closer to the James River. Near the main house stands a one-story, one-bay, gable-end-entry building, where corncobs were stored.

The Cocke-Morris House (DHR 32-45, figure 15)

In 1850, Sallie Cocke Cabell of Breemo Recess, deeded nine acres of her property to her brother, Dr. Charles Cary Cocke, who had the existing Gothic Revival-style house built on this acreage. Located in Breemo Bluff, the small farm had excellent access to the James River.

The Morris House is exemplary of the Gothic Revival style made popular by the pattern books of Andrew Jackson (A.J.) Downing and the work of A.J. Davis. Its irregular plan, vertical board-and-batten siding, hoodmolds, scalloped bargeboards, and intersecting chimney flues contribute to its picturesque appearance. The double, front doors in the projecting central bay lead to the corner winder stair. The unusual, first-floor mantel has a wide frieze with five recessed panels, a molded cornice, and a shallow mantelshelf. The second floor mantels are plain with molding around the firebox opening and a simple shelf.

Reconnaissance-Level Survey

Two hundred properties were surveyed at the reconnaissance level during the 1993 architectural survey of Fluvanna County. In addition, the project reconnaissance surveyor reviewed two hundred reports from the 1970s Historic Landmarks Commission survey and revisited sites thought to have undergone major alteration. Although a much greater number of historic resources exist within the county, some conclusions can be drawn from these properties regarding architecture in the county.

Dwellings

Construction Materials

Wood Frame

Wood, as we have noted, was the most frequently used building material in Fluvanna County. Prior to the Civil War, mortise-and-tenon or braced-frame construction was used to construct wood frame

³⁸"History of Rivanna Farm," family memoirs provided by Mrs. Henry D. Burke.

buildings. Balloon framing became the standard building system in the mid- to late 19th century. Early frame houses often were set on solid fieldstone foundations. Examples still standing include Spring Grove and Gum Creek (DHR 32-46) on Stage Coach Road; the storehouse at Wilmington (32-197); Locust Grove east of Wilmington (32-334); the Green House in the town of Columbia; and White Chimney on the Black Cat Road (32-207).

Stone

Fieldstone pier foundations also were found supporting early, wood-frame dwellings such as the DeBusk House, the Manley House in Columbia (DHR 200-6), the earlier house at Sandy Hill near West Bottom (DHR 32-379), and the frame part of Western View at Shores (DHR 32-114). Some houses built in the following generation, including the Galt-Cobb House at Dixie (DHR 32-339) and the Kent House north of Columbia (DHR 32-253), also were built with foundations of local stone.

Stone was used frequently in the construction of chimneys. Fieldstone chimneys, uncut or roughcut in irregular courses, are often found with brick stacks similar to that found on the original section of Spring Grove (figure 16).

Less frequently, stone was used as the primary building material. Surviving early Fluvanna landmarks of stone include the present Cabell Lodge of the Masonic Order in Columbia, an early 19th century residence (DHR 200-4). The house was built by William Stone in 1801 of rough-dressed sandstone in irregular courses.³⁹ In 1828 General John Hartwell Cocke of Breemo developed specifications for a stone jail in Palmyra (DHR 32-23) at the site of the new Fluvanna Courthouse. In fabric the jail resembles the sandstone barns at Breemo; in form it resembles nearby Glen Burnie (DHR 32-17), a brick house Cocke is believed to have designed.⁴⁰

Brick

Though outnumbered by wood-frame dwellings, a large number of brick houses in Fluvanna County were documented by this and previous studies. Examples demonstrate almost the full sweep of local house forms from the post-Revolutionary period to World War II. The Adams House (DHR 32-121) near Scottsville, a central-passage dwelling, had a one-and-a-half-story, brick section laid in Flemish bond dating to the early 19th century. The house has been altered and is now a full two stories. Western View at Shores has an elegant one-room over one-room, brick section built around 1820, laid in Flemish bond above the water table and English bond below. Chatham (DHR 32-8) and the Currin House (DHR 32-11), both laid in Flemish bond, are fine examples of stylish, brick houses of the 1820s. The Oaks (DHR 32-22), built in 1832 at the northeastern corner of Fluvanna, demonstrates a graceful transition between the Federal and Classical Revival styles.⁴¹ Meadowood (first named Belgrade), built around 1839, has Flemish bond brickwork and decorative inset panels

³⁹Notes for Town of Columbia Tour, Columbus Day, 1991, by Mary Ann Hodges.

⁴⁰Miyagawa, "John Hartwell Cocke's Architectural Legacy to Fluvanna County."

⁴¹See "The Oaks," by Deborah Murdock, *Bulletin of the Goochland County Historical Society*, 1975.

on the front like those found on Wesley Methodist Chapel (DHR 32-346), which was designed by the same architect and completed in 1853. Brick foundations or those faced with brick in running bond are prevalent. Less frequently, a brick foundation has been clad in stucco.

Mt. Airy (DHR 32-20), at the confluence of the Hardware and James rivers, provides a notable juxtaposition of late-18th-century and mid-19th-century brickwork. The original structure, built for James and David Ross, was a one-and-a-half-story brick residence laid in Flemish bond with exterior chimneys. Sixty years after its original construction, George Loving Seay attached to the old house a new brick house with stepped gables and interior chimneys. Around 1890, the older section was raised to two full stories.⁴²

Stucco

Several stucco houses in the Fork Union neighborhood date from about the same period as the completion of the stuccoed institutional buildings at Fork Union Military Academy. Two of these--The Maples (1905) and the Earl Snead House (circa 1912)--were included in the present survey (DHR 32-309 and 32-310 respectively). In subsequent decades, stucco became more frequently used throughout the county as a cladding material for bungalows.

Roofing Forms and Materials

Roof types are often the most visible characteristics in a reconnaissance survey. Among the 238 dwellings included in the 1993 reconnaissance survey, 70 percent had gable roofs and 13 percent had hipped roofs. Only one gambrel, two clipped gable, and four pyramidal roofs were noted among the houses surveyed.

In older houses, existing roofing material is likely to be a substitute for outworn fabric. Wooden or slate shingles would have been the original roofing material for Fluvanna houses dating between 1790 and 1850. However, the only example of original wood shingles was observed not on a house, but on a barn, preserved under a shed addition. Standing-seam metal roofing was found most commonly, followed by composition shingle. The survey also documented a number of slate roofs; slate used on these buildings often came from quarries located in Buckingham County across the James River.

Floor Plans

One-Room Plan

Trimly proportioned, one-and-a-half-story houses of mortise-and-tenon construction (only discernible today, in most instances, at the heart of various added rooms) attest to the durability of the braced, wood-framed, wood-clad house type. The DeBusk house near Shores, and the earliest sections of Roadview near Kent's Store, and of Locust Grove near Wilmington are wooden houses of this early form. Typically a gable-roofed, single-pen structure with off-center door and one glazed window front and back, the house was heated by a massive exterior chimney of stone or stone base

⁴² From undated notes based on a conversation with Julian and Ann Hunt, who restored Mt. Airy in the 1970s. Collection of Lindsay Nolting.

and brick stack. An enclosed stair on the gable wall opposite the hearth led to a sleeping room under the eaves, lit perhaps by a single casement window. If, in addition, small windows existed in the opposite gable wall, as in all three houses named here, the upstairs half-story would have cross-ventilation in summer. Both the DeBusk House and Locust Grove have, or had, beaded weatherboard and carefully finished interior woodwork.

Nineteenth-century, log, one-room, one-and-a-half-story houses at Brookview (DHR 32-254), Newstead (DHR 32-97), the Glass House (DHR 32-272), and Hunter's Hill (DHR 32-124) have been sheathed with weatherboard siding and surrounded by frame additions. The earlier half of the Washington log and frame house near Shores is another one-room, one-and-a-half-story, log example (DHR 32-304). The John Page House on the Wilmington Road, built by a Civil War soldier for his bride soon after the war's end, remains basically unchanged since 1865 (DHR 32-58).

Hall-and-Parlor Plan

Another early, characteristic form in Fluvanna is the hall-and-parlor-plan house. This plan consists of a larger room--the hall--usually containing the stair and main exterior entrance, adjoining a somewhat smaller room--the parlor. Weaver's Tavern (DHR 32-71) at Stage Junction and the miller's house at Shores (DHR 32-152), both dating from the late 18th century, are representative. Near Scottsville, the original section of Fairwood (DHR 32-133) provides an early-19th-century example. The Babbitt House (DHR 32-247) near Columbia and the Farrar House (no longer extant; DHR 32-130) on the Shores Road each evolved around an early hall-and-parlor-plan dwelling. East of Little Byrd Creek, the Johnston House (DHR 32-250)--originally a hall-and-parlor-plan, log house--was clad in weatherboard and doubled in size with a two-story, frame addition in the mid-19th century.

Central-Passage Plan

While Fluvanna dwellings still were being constructed using the hall-and-parlor form, central-passage-plan dwellings also began to appear in the County. The central-passage plan featured the passage (or hall) as a breezeway for cooling in summer which, in wintertime, could be closed off from the adjacent living space to conserve heat. Twin Springs (DHR 32-220) on Raccoon Creek, Gum Creek, and the earlier section of Spring Grove are wood-clad examples of this type. A variant is the John Hughes House south of Fork Union, probably built around 1840. Hughes, a stone mason, built a one-and-a-half-story, frame, central-passage-plan house with a one-story, brick foundation. In the basement was a pantry and a dining room with a fireplace "you could lay a fence rail in."⁴³

Old Fields (DHR 32-117), on the Shores Road, originally a one-and-a-half-story house with central-passage plan and raised basement, was enlarged to two stories in 1875. Dwellings originally configured as two-story, central-passage houses proliferated in Fluvanna during the second quarter of the 19th century. These houses tended to reflect the dominant style of the time. Greenwood (DHR 32-199) near Stage Junction, Pleasant Hill (Shores) (DHR 32-153), the Seay-Sprouse House in Fork

⁴³"Old Hughes Place," undated reminiscences of Marion Taylor Seay, recorded by Minnie Lee McGehee, p. 3.

Union (DHR 32-154), Byrd Hill (DHR 32-244), and Edgewood (DHR 32-288) in northeastern Fluvanna are frame examples.

I-Houses

The I-house is a widely used vernacular plan. I-houses are two rooms wide, one room deep, and two stories high. In Virginia they most often have a central passage and flanking chimneys. Fluvanna I-houses began to appear around 1825, replacing, with few exceptions, the hall-and-parlor form. I-houses in the county range from vernacular houses to high style dwellings. The Ritter-Pettit House (DHR 32-282, figure 17) and Pleasant Hill (figure 18) are characteristic Fluvanna County I-houses.

Four-Square

The four-square is a symmetrical plan that sometimes incorporates features associated with the Craftsman style, such as massive square porch supports and overhanging eaves, and features of the Classical Revival style, such as a dominant entry. Roofs are typically low-pitched pyramids or hipped. A large central dormer is common.

Lilac Terrace (DHR 32-233, figure 19), a four-square, Prairie-style house, was built on a hill in Columbia around 1910. The house is of terra cotta tile construction with brick quoins and architraves and cement sills and lintels. The motivation for using such durable building materials, unusual in Fluvanna County, is evident: three previous dwellings on the site burned.

Architectural Styles

Fluvanna's vernacular houses--that is, most of the houses in the county--are more readily classified by form than by style. Each of the major styles outlined below, however, finds some reflection in domestic architecture locally. In addition, some properties may reflect more than one style, particularly when older houses have been renovated or enlarged with additions.

Georgian (circa 1695-1830)

The Georgian style is characterized by symmetrical, rectangular buildings with emphasis on the entry, which is usually centered. Chimneys often stand at both ends of the building. In Fluvanna, the Georgian influence is felt in the dominant vernacular form, the I-house.

Federal (circa 1789-1801)

Similar in form to the Georgian style, but with more delicate details, Federal-style buildings often feature fanlights, sidelights, Palladian windows, and, on brick buildings, belt courses and stone lintels with keystones and shallow gables. The works of Robert and James Adam, Scottish architects which were published in England in 1773, were widely influential during the Federal period in the United States.

Greek Revival (circa 1830-1860)

Greek Revival-style buildings are characterized by classical symmetry and may feature two-story, columned porches and decorative cornices. Sunbursts, Greek meanders, and other ornaments typify the style. The County Courthouse (figure 20), built in 1830, represents the best known prototype in Fluvanna of this nineteenth-century style, widely used in the county.

Gothic Revival (circa 1840-1880)

Gothic Revival is a romantic, rural style made popular by A.J. Downing's pattern books. Steep, gable roofs, decorative bargeboards, porches supported by flattened Gothic arches, asymmetry, drip molds, finials, and cross gables typically characterize buildings of this style. Gothic Revival elements were found in several houses surveyed, although the style appears to have limited application as a dominant architectural style in the county. The Cocke-Morris House in Brems Bluff is an excellent example of the Gothic Revival style (see *Intensive-Level Survey* section).

Italianate (circa 1840-1885)

Italianate-style buildings often feature overhanging eaves; cupolas; towers; elaborated window crowns above tall, narrow windows; and one-story porches. Like the Gothic Revival style, Italianate is a 19th-century, romantic style popularized through A.J. Downing's pattern books. Only two examples were identified in Fluvanna: one a private house, Ferncliff (DHR 32-258, figure 21), and the other a hotel in Palmyra, called at various times Hotel Palmyra, the Wilmington Hotel, or the Dew Drop Inn.

Queen Anne (circa 1880-1910)

Steep, irregular roofs; asymmetrical one-story porches; patterned shingles; bay windows; plain window and door surrounds; single-pane window sashes; and towers are characteristic of the Queen Anne style. Locally, the style was a favorite from the beginning of the railroad boom until the first world war. The Alumni House (DHR 32-292) at Fork Union Military Academy is representative (figure 22).

Bungalow (circa 1895-1935)

Bungalows typically are one-and-a-half-story houses with wide eaves, deep porches, and irregular room sizes, with no entrance hall. A well represented type in Fluvanna, some local examples, such as the Cohasset Stationmaster's House (DHR 32-316, figure 23), are mail-order houses.

Colonial Revival (circa 1876-present)

The Colonial Revival style had overshadowed other domestic styles by the beginning of the twentieth century. Colonial Revival-style buildings often feature pedimented doorways, classical ornamentation, and dormers. Houses in this style are often symmetrical, two-story buildings with one-story, asymmetrical wings. In Fluvanna, Colonial Revival houses are most often side-gabled houses with stylistic references to the earlier Georgian or Federal styles such as the Cabell House (DHR 32-315) and Modesto (DHR 32-216, figure 24). Bride's Hill (DHR 32-196, figure 25), designed by the architectural firm of Anderson, Rhinehart, and Dennis and built by the Glass brothers of Fluvanna around 1933, is a brick, five-bay, T-shaped house laid in Flemish bond, an outstanding local example of a Colonial Revival-style, brick house.⁴⁴

Mail-order Houses

Mail-order houses of various stylistic derivations became popular in Fluvanna County in the early

⁴⁴Conversation with Page R. Perkins, April 1993.

twentieth century. Pattern books distributed by Sears, Roebuck and Company and other firms offered consumers a range of architectural styles. The popularity of shopping for houses in the Sears and Roebuck catalogue was in some ways a reprise of America's earlier enthusiasm for pattern book models. Houses were shipped pre-cut by rail to be assembled at the site. However, the element of local craftsmanship was lacking. Many 1930's Fluvanna mail-order houses have been altered over the years so that neighboring houses that were originally identical now vary in appearance.

Slave Dwellings and Tenant Houses

Slave Quarters

A slave house survives on the Hell's Bend Road where Redlands, owned of late by Judge Seay, was located. The dependencies outlasted the plantation house that burned in the 1980s. The surviving former slave quarter has a steeply pitched, gable roof and dimensions of about 15 by 20 feet. The form is that of the county's familiar, one-and-a-half-story, one-room house. Corner stairs lead to an attic room with casement-shuttered unglazed windows in the eaves. First-floor window openings have been covered: they are assumed to have been glazed. The house sits on fieldstone piers. The exterior, fieldstone chimney has collapsed. The dwelling has lapped siding and board and batten doors, each of which has a hole for the latchstring (DHR 32-245).

This house seems to have been inhabited well into the 20th century. The interior has been insulated with early-20th-century newspapers, overlaid with Victorian wallpaper. An egg and dart frieze has been pasted onto the interior surface of the rough weatherboard at cornice level. Apparently the house was wired for electricity around 1936 when the Rural Electrification Administration became active.

Other known slave quarters are at Point of Fork Plantation (DHR 32-25 and National Register of Historic Places) and at Winnsville (DHR 32-125). At Winnsville, the kitchen and quarters share a single building located behind the main house. Like the main house and other nearby dependencies, it has vertical board and batten siding in the Gothic Revival style and a centered diagonal chimney used both for cooking and to warm the separate living space. The building dates from 1848 (DHR 32-125).

Tenant Houses

Small post-bellum houses associated with larger dwellings include Miss Kate Perkins' house (1860s, 1880s) and the Hilbert House (DHR 32-326). The dependency at the Perkins House (DHR 32-267) is a small, gable-roofed building with central chimney, vertical siding, and an ornamental bargeboard. The dependency of the Hilbert House, sighted at the edge of the garden, is a gable-roofed dwelling that has been converted into a garage. This house has glazed windows and an end chimney. At Rosewood in Breemo Bluff (DHR 32-185) which dates from the 1890s, a primitive saltbox cottage with vertical siding and a massive stone chimney stands near the northeast corner of the main house. Nearby, directly behind the main house, is a kitchen with a sleeping attic. Behind The Maples in Fork Union stands an open-eaved, one-room, frame dwelling with a jigsaw whirligig set under the eaves at each gable.

Domestic Outbuildings

Kitchens

The detached kitchen at Hickory Level (DHR 32-94), built around 1842 in a long, rectangular block with central chimney, suggests the same arrangement as at Winnsville, with slave quarters and kitchen located in one building. At the Shepherd House (now Oakland School) the detached kitchen east of the house is a three-bay building whose wide, north-end chimney has a fieldstone base. That end of the building is brick; the southern half has vertical siding. The kitchen/slave quarters has casement windows in the eaves, and its roof is covered, in the old style, with new wooden shingles.

The handsome brick kitchen (figure 26) at The Oaks, built around 1832, has a brick, houndstooth cornice. In the early 20th century, after a kitchen was installed in the main house, this brick kitchen was used as a neighborhood school. Dependencies at Brookview complete an informal courtyard delineated on two sides by an ell-shaped porch at the back of the house. The detached kitchen, completed in 1875, has vertical board-and-batten siding, two doors opening toward the main house, and a wide fieldstone chimney (now covered with stucco) on its western end.

The detached kitchen endured well into the 20th century for many families in Fluvanna County. The availability of electricity for cooking finally brought an end to the use of detached kitchens since fear of fire and the discomfort of heat from wood-fired cooking stoves were no longer concerns.

Some residences contained basement kitchens. The stone basement of the original portion of Spring Grove (DHR 32-74) contains a massive chimney with a large central keystone. Family tradition indicates that slaves used a pulley system to bring food from the basement to the first floor. It may have existed where a woodbox, believed to have been constructed from the earlier structure, remains today.⁴⁵

Smokehouses

The survey documented a variety of relatively intact smokehouses. The smokehouse, like the detached kitchen, endured well into the twentieth century. Most families cured meat even past the 1930s when electricity for food refrigeration became available. Both rural electrification, which made refrigeration widely accessible and stricter slaughter and meat curing regulations in the twentieth century have contributed to the demise of the smokehouse.

Used to hang and cure meat for family consumption, smokehouses typically were constructed of wood frame with a single door and no windows. Smokehouses at Greenwood, the Talley-Bennet place (DHR 32-240), the Miller's House at Shores, the Hilbert House, the Cain House, and the Kidd-Carlisle House (DHR 32-191) have weatherboard siding and gable roofs. According to a survey conducted in the 1970s, Cedar Lane (DHR 32-78) has a wood-frame, gable-roofed smokehouse with beaded siding.⁴⁶ The smokehouse at Gum Creek, steeply gabled but no longer equilateral, has

⁴⁵Charles W. Jackson and Mary Anne Jackson Hodges, conversation at site with Julie Gronlund, April 18, 1993.

⁴⁶DHR Archives.

vertical siding.

The Arvon Grove smokehouse, from the 1870s, has a pyramidal roof and board-and-batten siding (DHR 32-279), as does the one at Sandy Hill (DHR 32-379). Brookview's smokehouse is made of hewn logs with square notches; the gable ends are clad with weatherboard. At Rose Hill, Captain Snead's homestead (DHR 32-224), the smokehouse (figure 27), has a fieldstone foundation and a pyramidal roof covered with slate laid in an ornamental pattern. An unusual feature of this smokehouse is the attachment on the north side of a full-width, shed-roofed wing to house the privy.

Privies

Of the privies noted throughout the county, all appear to have been free-standing and most contain a one-hole wooden seat. About half of the privies surveyed have gable roofs and half have shed roofs. The privy, which also endured as a type well into the twentieth century, has not disappeared in Fluvanna County. Many families, even after their houses were plumbed, maintained their existing privies for many years for farmers' and laborers' use. A number of houses not included in the survey still use privies because there is no indoor plumbing. One privy that appeared to have been constructed recently, had a carved crescent moon in the door, and was placed in the barnyard far from the house. All the others were within forty yards of the house.

Dairies

Nineteenth-century dairies at the Hansen House (DHR 32-255) and the Johnston-Bryant House (figure 28) were documented. Both are frame, front-gable buildings with a gabled canopy connected to the main roof. This canopy, supported by two posts, protrudes above a ground-level, cement slab at the threshold of the building. The dairy that Tebo Black built at his farm in about 1925 is similar in form (DHR 32-204).

The 18th-century dairy and the smokehouse at Chatham Plantation survived a fire in 1823 that destroyed the main house (See DHR file 32-8). The dairy at Pleasant Hill (DHR 32-153) has hand-wrought nails and a door attached on wooden hinges, suggesting an eighteenth-century construction date.

Icehouses

The icehouse consisted of a large underground pit, 10 to 15 feet deep, lined with wood, stone, or brick and protected by a small, low building. During the winter months, ice was collected from the ice pond, a shallow body of water created, usually with a low dam on a creek, to allow for quick freezing of the water. Preferably, the pond was located in a site protected from the winter sun. Some farmers planted evergreens to accomplish this task.⁴⁷ General Cocke of Breemo sighted his icehouse adjacent to the dairy so that cold air flowed into the dairy at floor level to keep the milk and butter

⁴⁷Minnie Lee McGehee, "Yankee Farmer in Fluvanna: The Plantation Day Book of Gidney Underhill," part I. *The Bulletin of the Fluvanna County Historical Society*, number 45, April 1988, pp. 16, 28-29.

fresh.⁴⁸

The availability of electric refrigeration eliminated the need for icehouses; consequently, most ice pits have been filled. At Rivanna Farm a circular depression close to the house indicates where the icehouse once stood. Other properties with icehouse sites include Sandy Hill and Oak Grove Farm (DHR 32-100), where two circular depressions are clearly visible--one near a grove of trees and the other to the rear of the main house. These and other icehouse sites may yield significant archeological information.

Carriage Sheds and Garages

Carriage sheds were surveyed at Byrd Hill, the George Anderson Bowles Farm (DHR 32-325), the Cain House, the Asa Haden House (DHR 32-351), the Hilbert House, and The Oaks. Garages, conspicuous outbuildings at some of the early 20th-century houses, were similar in form and positioned similarly in relation to the main house with the entrance to the carriage shed or garage most often at right angles to the back entrance of the house, and at some distance from the house. An intact garage at Oak Grove Farm is typical of those added to county farms in the early 20th century.

Well Houses

Well houses at Twin Springs, Ann Cabell's House, Weaver's Tavern, and the Cain House, and a rock enclosure around the spring at Gum Creek also were documented. Open-sided shelters house 20th-century hand-pumps at the Todd-Collins-Wood House and the Bennett-Talley Place. Many rural dwellings still have wheel and pumphouses to protect their wells and associated machinery. This historic resource type may be constructed of a variety of materials including wood, stone and concrete.

Other Domestic Outbuildings

The Hilbert House and the George Anderson Bowles Farm had potting sheds with interior shelving and pots, as did the Kidd-Carlisle House and the Stoneman House (DHR 32-242). The shelves distinguish these sheds from general purpose storage sheds. The row of dependencies at the Cain House on Judge Holman's old tract includes a wash house with glazed windows and two doors, both opening toward the main house. A gable-roof building in the back yard of the Hilbert House, with carpenter scrolled bargeboard and an off-center door in an otherwise blank wall, has been identified tentatively as a bath house. Another one-of-a-kind outbuilding is the trim little stuccoed front-gable office in the garden behind the Old Baptist parsonage in Palmyra.

Cemeteries

Many of the houses and settlements addressed in the present survey were associated with grave sites or family cemeteries nearby. The Fluvanna County Historical Society and Point of Fork Daughters of the American Revolution together have recently undertaken a systematic, long-term study of cemeteries in the county. For this reason, and because of the overwhelming scope of the subject, no

⁴⁸Miyagawa, "John Hartwell Cocke's Architectural Legacy to Fluvanna County," p. 20.

extensive documentation of cemeteries was included in the present study. The locations of some family graves and church cemeteries are noted on site plans prepared during the survey and included in VDHR files. Pertinent information has been forwarded to the historical society's volunteers.

Taverns and Ordinaries

Most early taverns in Fluvanna County were located at crossroads, ferry crossing sites and the county seat. They served mainly business travelers as opposed to those taking pleasure trips. Taverns set aside guest rooms on the basis of gender, with men and women occupying separate rooms.⁴⁹ Taverns offered travelers a place to stay overnight, to eat, and to feed or change horses. Although often larger than other domestic buildings, taverns exhibit a residential architectural character and may be indistinguishable from other residences.

Many taverns in Fluvanna County were located along the Stagecoach Road that ran from Columbia northwest to Charlottesville. Passengers could find comfortable lodging and food at the various establishments while stables allowed coaches to acquire a fresh set of horses for their journey.⁵⁰

A one-and-a-half-story residence built in northeast Fluvanna County (then a part of Goochland) before 1740 for Giles Allegre and his wife Judith (née Cox) was licensed as a tavern that year. One of the Allegre daughters married Albert Gallatin, who was to become the first Secretary of the Treasury. A son, Giles Allegre the younger, became the tavernkeeper in 1781. That summer Lafayette harried Cornwallis between Charlottesville and Richmond "determined to skirmish, but not to engage too far," as he expressed it in a letter to General Washington.⁵¹ In June his small army camped in the forks of Mechunk Creek. Since Lafayette stayed overnight at Allegre's Tavern, Giles Allegre renamed the place Lafayette's Hill Tavern. William T. Allegre ran the tavern after 1825 and may have been responsible for enlarging the house to its present, full, two stories (DHR 32-33).

Fluvanna County records indicate that William H. Wood, from 1843 to 1853, obtained a yearly license to keep a tavern at Lafayette's Hill: clamorous years, it may be imagined, since one neighbor ran a gambling house and another operated a distillery. Tavernkeeper Wood doubled as postmaster (1849-1866) in a small room at one end of the porch on the north side of the old house.⁵²

Littleberry Weaver's Tavern (figure 29) in Stage Junction is a one-and-a-half-story house with a rock foundation and rock-based, exterior chimney. Under a steeply pitched roof, the house has a saltbox

⁴⁹Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 48.

⁵⁰"Highways and By-Ways of Fluvanna County," p. 17.

⁵¹DHR File 32-81.

⁵²Minnie Lee McGehee, "Our Tavern Heritage: Allegre's Tavern - Lafayette Hill Tavern", 20 November 1975. See also Architectural Pattern Associated with Virginia Road Traces: The Three Notch'd Road, survey by Architectural History Division School of Architecture, University of Virginia under the direction of K. Edward Lay, 1976.

shape, allowing for an extra room for travelers.

In the early 1820s, Sheriff James Currin, formerly landlord of an ordinary near the County courthouse, built a five-bay, brick house in Wilmington and obtained a permit "to sell ardent spirits," presumably at the tavern.⁵³ Located nine miles from Groom's Tavern on the Three Chop't Road, the area was well suited for the establishment of a tavern. It marked the intersection of the Venable Road east from Louisa, Woodson's Road west to the county seat in Palmyra, and the north/south Stagecoach Road from Columbia.

Currin's Tavern (figure 30) was built with interior-end chimneys and an ell wing to the south. Particular care was taken with the east gable end facing the stage road. It has four windows and a raked cornice with fanlights. Below, a door facing the stage road led to the taproom in the basement. "The ell room on the main floor has a private stairway to the basement and to the rooms above, but this upstairs room does not have a connecting door to the front of the house--a perfect room to keep the tavern-keeper's children separate from the rooms let to travelers."⁵⁴

A few hundred yards to the east is Cole's Tavern (DHR 32-9), earlier known as Will's Tavern, built by 1820. It is a frame house with a wide, central hall and exterior chimneys laid in Flemish bond. By tradition these are kept whitewashed. Here again a Fluvanna tavern is associated with the name of Lafayette. America's old ally dined here en route to Monticello in the course of his 1824 nostalgic journey through the United States.

Danscot House (DHR 32-285), a present-day bed-and-breakfast, is a frame house with flanking interior chimneys and a two-tier porch in the Classical Revival style. It stands on the site of an inn that served travelers to the first county seat at Fluvanna Court House. In the adjacent field, the stone foundation of an early Fluvanna County jail survives. The remains clearly delineate two cells, each about nine by five feet.

Holmhead Post Office (DHR 32-340), on the old River Road four miles west of Columbia, was located in an early-19th-century, frame building. The Holmhead postmaster also operated a tavern. The exterior chimney on the southwest elevation, laid in five-course American bond, and the fenestration of this house suggest it was built in a hall-and-parlor plan.

Hotel Palmyra with its square, slate-shingled cupola, was built around 1910, a product of the boom in commerce and travel associated with the construction of the Virginia AirLine Railway through

⁵³Minnie Lee McGehee and Ellen Miyagawa, "The story of Wilmington: Part I." *Bulletin of the Fluvanna County Historical Society*, number 49, spring 1990, p. 20.

⁵⁴McGehee and Miyagawa, op. cit., p. 22. "Life in Wilmington," a reminiscence by Constance Gay Morenus, 1953. Map: "Fluvanna 1781," *Bulletin of the Fluvanna County Historical Society*, Number 24, April 1977. *Bulletin of the Fluvanna Historical Society*, Number 12, April 1971, by Malcolm H. Harris, M.D. Quoted by Harris, op. cit., p. 11.

central Fluvanna. Fluvanna was the summer residence for many families during the earlier part of this century. Hotel William Frank (DHR 32-61)--a long, three-and-a-half-story, frame lodging in Fork Union--was built in the 1920s in response to Fork Union Military Academy's need of a place to house visiting parents. Reportedly another hotel stood on the site previously; the current building may replicate features of the previous building.

The White-Bransford-Casey House (1906), just east of Cohasset Station, provided meals to railway passengers and journeymen. Customers had only to walk up the steps in the grassy bank next to the station to enter directly into the dining room from the long porch. This porch, with seven Tuscan columns and a spindle railing, flanked the west wall of the house and wrapped around the northwest corner. The house was evidently designed with restaurant service in mind: the dining room comfortably seats thirty people (DHR 32-298).

At the Dixie intersection of Routes 15 and 6 is a vestige of the period when the automobile began to replace the train for overland transportation. The Perkins' Cabins, with the configuration of horizontal shoe boxes, were the earliest twentieth-century tourist courts or motels documented during this project. Of the original frame cabins, two remain. Each had two rooms. Water was provided by a hand pump outside (DHR 32-214).

Boarding Schools

Fork Union Military Academy's first students boarded at The Maples, built in 1905. The Maples is a square, cross-gabled, hip-roofed, stucco house of faintly institutional appearance with a pedimented, single-story portico at the entrance. Beneath the portico there are oval windows on both sides of a transomed doorway. The door has leaded glass in the top panel. Central gables at north, east, and west have centered, six-over-two-sash windows. Most windows are two-over-two, double-hung.

The Oakland School (DHR 32-212), on the Stage Coach Road near the Albemarle County line, has about sixty boarding students housed in modern dormitories around a property that for many years was farmland belonging to the Shepherd family. The school's administrative center is in the Shepherd House. The two-story, three-bay, central block of this house, dating from about 1830, has transomed entrances at both ends of a wide central hall. Flanking the exterior chimneys of this part of the house are two, one-and-a-half-story, end-gabled wings whose fieldstone foundations abut the brick foundation of the higher block. These wings, once joined, were the original house.

THEME: AGRICULTURE

Introduction

For most of its history, Fluvanna County's economy has depended on agricultural production. Early settlers claimed the region's richest soils along the banks of the James and Rivanna rivers and established a number of large, successful plantations. Less affluent families and those migrating to the county later developed farms on the uplands, where less rich soils made agricultural production more difficult.⁵⁵

The typical day for a farm family included feeding livestock, milking cows, cutting wood, gathering eggs, drawing water from the well, and maintaining buildings. Seasonal work included planting crops, plowing and hoeing weeds, eradicating insect pests, in particular the tobacco worm, shoveling snow, and harvesting crops.

Agricultural Production

Called the "thirteen-month crop," tobacco required year-round attention. Preparation of the fields began in January or February and planting took place in early spring. The new crop required harvesting in the late summer, curing occurred in the fall, and stripping and preparing took place in January or February at the same time that a new field was being prepared.⁵⁶ The predominant variety of tobacco in Fluvanna County was Orinoco, although farmers experimented with a variety of hybrids. William Galt, Jr., who owned Glen Arvon (DHR 32-18, National Register of Historic Places) along the James River, experimented with several varieties including Sweet Scented, Heartwell Tobacco, California Tobacco, Marvin Tobacco Seed, and White Stem.⁵⁷

Tobacco remained an important cash crop in Fluvanna throughout the 19th century. In 1850, 1,054,974 pounds were grown in Fluvanna. This figure increased to 2,583,543 pounds in 1860, but dropped dramatically after this time and reached only 894,023 pounds in 1870.⁵⁸ Production fluctuated during the remainder of the nineteenth century, and began a steady decline in the twentieth century.

Tobacco quickly depleted the land's nutrients. As a result, farmers continually cleared woodland to create new fields with rich, virgin soil while old fields lay fallow for several years to encourage the soil's rejuvenation. Methods to alleviate the problem of soil exhaustion came into use in the 1820s and included the introduction of commercial fertilizers and organic materials such as animal manure, vegetable residue, ash, straw and leaves into depleted fields. Grasses planted in fallow fields also

⁵⁵McGehee, "Yankee Farmer in Fluvanna," part I, p. 15.

⁵⁶McGehee, "Yankee Farmer in Fluvanna," part I, p. 20.

⁵⁷Herndon, "William Galt, Jr.," p. 18.

⁵⁸United States Census, Records of the Seventh, Eighth, and Ninth United States Census (Washington, D.C.: Government Printing Office).

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fertilizer long used in England for soils deficient in lime.⁵⁹ Peruvian guano also became popular in the late 19th century to revitalize land, although most small farmers found its cost prohibitive.⁶⁰

New farm machinery introduced at this time included various types of plows for tilling the soil and machines used to plant and harvest crops. Horizontal plowing methods were advanced to prevent erosion of fields planted along hillsides. Cyrus McCormick patented his reaper in 1834 and within a decade it had reached Fluvanna County. The reaper greatly facilitated the harvesting of wheat. A corn planter was developed that dropped and covered the seeds. Previously, this task had been accomplished manually and required a large number of workers and a significant amount of time.⁶¹ The agricultural revolution coincided with advances in transportation that gave Fluvanna County farmers better access to state, national and foreign markets.⁶²

By the 1820s, wheat had replaced tobacco as the number one cash crop in Fluvanna County. During the Civil War, agricultural production dropped dramatically due to the reduced labor force and destruction brought by soldiers' passing through the lands. Wheat production also dropped from 127,704 bushels in 1860 to 77,486 bushels in 1870.⁶³

Following the Civil War, freed African-Americans often remained on the same plantations where they had been slaves. They worked under agreements with their former masters that allowed them to stay in their homes and farm as tenants or as sharecroppers. As a result, and despite Fluvanna landholders' strong dependence on slavery, emancipation did not alter the plantation system immediately. Still some property owners subdivided and sold smaller parcels of land from their plantations. These subdivisions significantly increased the overall number of farms and the number of farmers.⁶⁴

From the earliest period of European settlement through the 1950s, in addition to cultivation of crops, most farmers raised livestock for the family's personal consumption. Animals were allowed to roam on lands not in cultivation. Cultivated fields required fencing. Many families also produced

⁵⁹McGehee, "Yankee Farmer in Fluvanna," part I, p. 16.

⁶⁰G. Melvin Herndon, "William Galt, Jr., 1801-1851: Antebellum Fluvanna Planter." *The Bulletin of the Fluvanna County Historical Society*, number 31, October 1980, p. 13.

⁶¹Minnie Lee McGehee, "Yankee Farmer in Fluvanna: The Plantation Day Book of Gidney Underhill," part II. *The Bulletin of the Fluvanna County Historical Society*, number 46, October 1988, p. 61.

⁶²Herndon, "William Galt, Jr.," p. 13.

⁶³U.S. Census, 1860-1870.

⁶⁴Crandall Shifflett, *Patronage and Poverty in the Tobacco South. Louisa County, 1860-1900* (Knoxville: University of Tennessee Press, 1982), p. 17.

livestock for commercial sale.

Agriculture continued to play a major role in Fluvanna County's economy in the early 20th century. In 1910 the total number of acres in farmland was 151,554: the County's highest level since 1860. Tobacco production continued to decline; wheat and corn production, however, increased substantially. Urbanization and industrialization led to a decline in agricultural production in the mid-20th century. By 1987 Fluvanna County included 261 farms covering 60,955 acres, a 60 percent decrease in farmland acreage.

Agricultural Buildings

Barns

Various barns for storing hay and grain were included in this survey. Some had space where livestock could be sheltered or secured. The White Barn in Wilmington is an unpainted, weatherboard, bank barn, uncommon in Fluvanna County. Centered on the roof ridge is a louvered, gabled cupola. A one-and-a-half-story shed wing runs along the full west wall of the main block. This wing has a concrete block foundation. The foundation beneath the downhill (south) wall of both the main building and the wing is about five feet high. There is no visible foundation beneath the uphill gable, but the posts supporting the open, front wagon-way engaged under the roof are set on stone plinths. The barn has wide eaves, horizontal weatherboard, and irregular fenestration (DHR 32-246).

The gambrel-roof, 19th-century barn at the George Anderson Bowles Farm (figure 31) has a central passageway the length of the building on the ground level. Two mangers extend from the passage like the arms of a Greek cross northwest and southeast to the eave walls, separating the ground floor of the barn into four stalls. Each pair of stalls shares the manger in between. Each stall has its own wooden casement window in the end wall. Above is the hayloft, with vents in the eaves. The siding is vertical. Another barn on the same farm has a steeply pitched gable roof, vertical siding with a break at the level of the ceiling joists, and blank gables.

A gable-roof barn at Byrd Hill is of similar proportions and fenestration, with a tall, centered doorway and two windows high on the east eave wall. The break in the siding of the blank gable walls is stylized: it overlaps the lower section of the wall to create a pediment.

The 18th-century barn now owned by Angus Murdoch (DHR 32-269) has a steeply gabled roof over an almost square, central block. A shed wing on the western end recently has been enclosed as living space. The eastern gable wall of the main block remains an open shed wing. The barn has been stabilized on a high foundation of concrete block and re-clad in beaded pine siding. The original boxed eaves have been retained. The barn is being rehabilitated for adaptive use as a residence.

Another domestic adaptation is the 1940 barn at the former Fluvanna County Poor Farm. The structure retains its high proportions, vertical weatherboard, wide bays, and flanking shed wings.

Among the farm dependencies at Modesto (1917) is a gabled barn with a dual-pitched roof over enclosed shed wings. Open sheds flanking the eave walls increase the effect of horizontality and

stability (DHR 32-216).

At the Lewis Farm (DHR 32-218), the hay barn (figure 32), 80 feet long, stands alone in a field some distance north of the house. The roof has flared eaves; wood frame walls are sheathed with vertical-board siding. A local copy-editor related that this barn was built around 1950--outside the time frame of this study. However, it possibly represents a pre-existing form.

The Redlands barn (figure 33) is of mortise and tenon construction with heavy, hewn, pegged joists and enclosed eaves. Old wooden shingles were observed beneath a deteriorated shed-roofed dormer of later construction on the steep slope of the original roof. The barn is set on fieldstone piers and clad in horizontal weatherboard (DHR 32-251).

A slate-roofed hay barn at the entrance to Gilnockie Farm (figure 34), originally a pure cube with steeply pitched gables, is skirted now on three sides by a low shed added as a shelter for cattle (DHR 32-284).

Tobacco Barns

Tobacco barns were tall, narrow buildings designed for the most efficient curing of tobacco. Several tiers of horizontal poles, called tier poles, were used to hang the tobacco. During the first few days of the curing process, a fire often burned in the barn to promote the process.⁶⁵ These barns were a familiar feature of the Fluvanna landscape during the 19th century when tobacco was an important cash crop; they remained in common use well into the present century. The standard form underwent no major change; however, this once common form now is endangered.

At the edge of the Shepherd Farm on the road from Columbia to Brems, is a tobacco barn about 20 feet wide by 18 feet long and about 30 feet tall at the roof ridge. The steep, gable roof is covered with slate shingles. The building stands on a stone and rip-rap foundation. There are the remains of a canopy porch on the northwest gable end. The siding is vertical, with gaps to encourage circulation of air. Inside, the horizontal poles for hanging the tobacco are intact (DHR 32-236).

At the Johnson place (DHR 32-357), a farm of the 1830s near Fork Union, is a somewhat larger tobacco barn of similar form and material. Rather than standing alone, however, it is set among other farm dependencies, south of the house. At Sandy Hill, a large tobacco barn stands 300 yards from the 1840s house. The current owner plans an adaptive use of the building as a place to air-cure white oak for use in bateau construction.

Granaries

Built to store grain after it has been husked or threshed, granaries documented during the survey sometimes housed steam-powered hammermills to grind the grain. A granary providing this dual function would have served several farms within its neighborhood. Granary mills at the Holland Farm (DHR 32-243), the Halterman Farm (DHR 32-305, figure 35), Wilmington, and elsewhere reportedly were lively centers for surrounding farm communities.

Corncribs

Well-preserved corncribs, "ventilated structures for the storage of unhusked corn" according to Webster's Dictionary, can be found on the George Anderson Bowles Farm, Oak Grove Farm, Rivanna Farm, Rebelanna, Massie Haden's Farm (DHR 32-209, figure 36), the Poor Farm, and Byrd Hill. Each was a gable-roofed building on stilts. The Haden corncrib was built of square-hewn, V-notched logs, unchinked, to permit ventilation. At Byrd Hill, the 20th-century corncrib was attached to a carriage house with a high six-over-nine-light window in the front-facing gable. The upright floor-to-roof supports of the corncrib were lined with a screen of linked metal, so that the corncrib was, in effect, a big chain hammock. At the junction of the crossed gables of corncrib and stable is a square cupola. A weathervane adorns its pyramidal roof.

Chicken Houses

Early chicken houses usually were low, one-bay, frame structures with a shed roof. These buildings

⁶⁵McGehee, "Yankee Farmer in Fluvanna," part I, p. 22.

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primarily housed chickens for egg production and domestic consumption. Typically these small chicken houses were located near the house so that eggs would be accessible for convenient kitchen use. Since women and children often took primary responsibility for the care of chickens, early chicken houses generally are not part of agricultural complexes. An example of this type of chicken house survives at Spring Grove (figure 37).

In the early 20th century, chicken farming became a more popular commercial venture, and long, large buildings made of wood or concrete block became more common in rural areas. Buildings of the latter style include Ferncliff's rather elegant shed-roofed chicken house with six triple-mullioned openings. Although small for a commercial enterprise, this house probably provided more eggs than necessary for domestic consumption. Two long chicken houses at the Loving Farm near Bybee Church clearly suggest they were used for commercial purposes.

Other Agricultural Buildings

Tomato canneries--long, one-story, frame buildings--at Cohasset and Holmhead housed long tables where tomato peelers worked. As one participant recalls "there were vats for the cooking, rows of cans, a capping machine--the whole process in an atmosphere of bustle amid the smell of newly cut pine timber of which the structure was built."⁶⁶ A number of these buildings survive in the county.

⁶⁶Constance Gay Morenus, *Life in Wilmington, a Reminiscence by Constance Gay Morenus* (Transcription of talk to the Fluvanna County Historical Society).

THEME: TRANSPORTATION

Introduction

Fluvanna County's accessibility to navigable waters played a significant role in the county's development as we have noted. Early settlers traveled from the Tidewater area up the James River and established their farms in the fertile river valley. Although not deep enough for large boats, the Rivanna River also served as an early transportation route. Goods were carried by canoe and bateau along the James and Rivanna rivers to Richmond. Later, the James River and Kanawha Canal Company and Rivanna Navigation Company improved the rivers to allow access by larger river boats.

The decline of Fluvanna County's canals, as throughout the United States, came with the proliferation of railway lines. The Chesapeake and Ohio (C&O) Railroad established two significant series of tracks through the county that supplemented the vehicular road system. With the coming of the automobile, roads, which once had been considered the least desirable path of travel, became the most heavily used transportation system in the county. The automobile also provided improved access to the larger cities of Richmond and Charlottesville. Consequently, county residents, for the first time, could begin to commute to jobs in either city. This increased accessibility coincided with and contributed to the decline of agriculture in the county. The improved roads also provided the impetus for consolidated schools since buses could transport children to larger schools in more centralized locations. Small communities witnessed the loss of their one- or two-room schools as a result, but more students were able to stay in school longer with the increased accessibility to a high school education.

Automobile transportation also influenced commerce, causing first a proliferation of small general merchandise stores and gas stations throughout the county and later the demise of these same establishments as Fluvanna residents forsook them for larger stores with a greater variety of selection and price in Charlottesville or Richmond.

The Fluvanna County Road System

For travel to neighboring properties, local communities and distant towns, early settlers in Fluvanna County first used footpaths established by Native Americans. One of the earliest roads in Virginia, the Three Notched or Three Chopt Road, connected the Shenandoah Valley with Richmond and extended into a part of northern Fluvanna County. The path of this road, portions of which remain in use today--although in a much altered condition--is believed to have been established initially by Native Americans.⁶⁷

Other early roads in Fluvanna followed the patterns established by early settlers. Typically, a landholder created a road for personal use and it gradually became a popular transportation corridor. Later residents situated their residences and businesses along these established routes. As the number of houses, stores, taverns and other enterprises increased, villages grew along these early

⁶⁷"Highways and By-Ways of Fluvanna County," p. 18.

routes, particularly at crossroads.⁶⁸ For example, John Carter, secretary of the Council of the Colony of Virginia, built the Secretary's Rolling Road to transport tobacco from his farm to the James River at Brems. Others used his road and eventually it became a major transportation corridor, much of which still survives.⁶⁹ Today it follows Route 620 and turns on to Route 6 at Kidd's Store.

Early transportation routes served primarily as corridors to carry goods to market. Stagecoaches traveled these roads bringing mail, passengers, and other goods to local communities. In addition to stagecoaches, individuals on foot or horseback, farmers in oxcarts and slaves rolling hogsheads of tobacco frequently used the roads. Tobacco, the main commercial product of the colonial period, was either rolled in hogsheads by men or an axle was mounted on the hogshead and it was drawn by oxen or horses.⁷⁰

Early roads consisted of little more than a narrow, ungraded path through the woods created by chopping trees through the forest and rarely improved to a greater extent. The primitive roads caused accidents and motion sickness.⁷¹ Some, however, such as the road leading to Kent's Store, offered amenities. That road, flanked by a forest of oaks, provided protection from the wind, rain and summer sun.⁷²

Generally, maintenance of roads in the colonial era fell under the jurisdiction of a surveyor or overseer appointed by the justices of the county court. The surveyor received the right to require all male titheables, both free and slave, to assist in the maintenance and creation of roads. A surveyor usually oversaw only a portion of one road which led to a wide variation in the implementation of road maintenance.⁷³

Several colonial laws enacted by the Virginia General Assembly assisted in the development of a county road system. A 1736 act required millers to create milldams a minimum of 12 feet wide with rails installed on each side to allow the dam also to function as a bridge. Another General Assembly

⁶⁸"Post Offices of Fluvanna County, Part I." *The Bulletin of the Fluvanna County Historical Society*, number 15, p. 13.

⁶⁹Nathaniel Mason Pawlett and K. Edward Lay, *Historic Roads of Virginia, Early Road Location: Key to Discovering Historic Resources?* (Charlottesville, Virginia: Virginia Highway and Transportation Research Council, 1980), p. 5.

⁷⁰"Highways and By-Ways of Fluvanna County," p. 8.

⁷¹Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 47.

⁷²Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 43.

⁷³Mason Pawlett, *A Brief History of the Roads of Virginia, 1607-1840* (Charlottesville, Virginia: Virginia Highway and Transportation Research Council, 1977), p. 6.

act, passed in 1738, authorized counties to appoint surveyors to place markers, usually constructed of stone or posts gathered from adjacent lands, at crossroads to identify the primary destination of each route.⁷⁴ A few of the stone markers established by John Hartwell Cocke (DHR 32-150) to mark the route of the Cocke Road can still be found. Additional responsibility was passed to the county courts by a 1748 act giving them the authority to alter existing routes and establish new roadways "thirty feet broad at least" connecting the courthouses, parish churches, and public mills and ferries. The law also provided standards for the creation and maintenance of bridges and the connection of routes between counties.⁷⁵ Condition of the roads in Virginia, despite legislation, remained poor.

In 1835, the state passed legislation giving the counties substantial responsibility for the maintenance of their roads and authorizing a direct county road levy. Each county court was to appoint a two- to five-member commission responsible for the roads' upkeep. Previously, county justices with a wide range of responsibilities administered the construction of new routes and appointed surveyors or overseers. The new law also allowed for the hiring of laborers to clear the roads, rather than requiring male titheables to perform the work.⁷⁶

The Martin King Road

One of the oldest roads in Fluvanna County, the Martin King Road appeared on maps as early as 1755. Its route began in Albemarle County and ran east near Zion Crossroads, passing through the county's northwestern corridor. In an evolutionary process typical of early roads, the route eventually extended, in this instance, to reach Louisa Courthouse. Moving southwest to northeast, the Martin King Road's original path roughly followed that of routes 618 and 600 today.

The Stagecoach Road

By 1800, the Stagecoach Road between Columbia, one of Fluvanna County's busiest communities, and Charlottesville in Albemarle County had become a major transportation route. Stagecoaches delivered mail to tavern/post offices along this route that primarily served passenger stagecoaches traveling through Columbia between Richmond and Charlottesville. The road passed through several villages including Columbia, Johnston's Store (Shepherd's Store), Wilmington, and Union Mills. From Columbia toward Charlottesville, the Stagecoach Road roughly followed today's routes 659, 608, 613, and 616.

Other Early Roads

Other early roads in Fluvanna County included the Columbia Road running north to south parallel to the Venable and Byrd creeks, similar to today's Route 659, paralleling Route 604, and meeting today's 602; Woodson's Road, leading from Wilmington to Fluvanna Courthouse; Venable Road, extending from Woodson's Road through Kents Store into Louisa County; the Mountain Road, the

⁷⁴Pawlett, *A Brief History of the Roads of Virginia*, p. 6.

⁷⁵"Highways and By-Ways of Fluvanna County," p. 7.

⁷⁶Pawlett and Lay, *Historic Roads of Virginia*, p. 37.

beginnings of Route 53, parallel to the Rivanna west of Palmyra; Bryant's Ford Road, providing transportation from Rivanna Mills; and the Cocke Road that began as the main road through Palmyra to the courthouse, replaced in 1930 by present Route 15.

Village Roads

As in unpopulated areas, roads in Fluvanna County's villages became impassible by coach in times of heavy rain. Boardwalks lined the street of Fork Union to allow pedestrian access between the various establishments. In the 1930s these boardwalks were removed when paved roads and sidewalks were put in place.⁷⁷

Modern Roads

The proliferation of railway lines into Fluvanna County and throughout Virginia led to a decline in road usage following the Civil War. Railroads provided a faster means of transport for commercial goods and were more comfortable for passenger travel. Not until the early 20th century and the automobile era, did the roads return to being the predominant means of transportation.⁷⁸

In 1906, the Virginia Assembly created the first State Highway Commission to assist localities in the creation and maintenance of roads. In addition, the commission attempted to coordinate activities between counties. Within two decades both the state and federal governments began financially assisting road improvements. Finally, in 1933, Fluvanna County, in addition to all but four Virginia counties, relinquished its road responsibility to the State Highway Commission.

The state maintains an extensive road system today in Fluvanna County. State Route 6 provides access from Scottsville in Albemarle County to Fork Union and Columbia; U.S. Highway 15 passes through Palmyra and extends to Frederick, Maryland; U.S. Highway 250, built originally as a primary connecting route with Richmond and still a major transportation corridor, parallels Interstate Highway 64. I-64, opened to Fluvanna in 1971, now provides quicker access to Richmond and the Shenandoah Valley.

The survey identified several buildings associated with the early 20th-century development of Fluvanna County's road system that reflect the ever-increasing use of cars and trucks throughout that period. West of Fork Union, in Cohasset, an early-20th-century, commercial complex which had developed around a station on the Virginia Airline Railroad, includes a pyramid-roofed, two-car garage near the stationmaster's home and a front-gabled building with an integral porte cochere that housed W.G. Melton and Sons' gasoline station (DHR 32-287). These represent the shift toward a society more dependent on automobiles.

Palmyra Amoco (figure 38) has been a service station since about 1930. The building is a meticulously symmetrical, front-facing "T". A porte cochere with pedimented gable extends from

⁷⁷"Appointment With Nostalgia," p. 25.

⁷⁸Pawlett and Lay, *Historic Roads of Virginia*, p. 39.

the roof of a small central office with large front windows. Crossing the "T", a wing to the south is divided between the restroom facilities marked "Ladies" and "Gents." To the north is a mechanic's shop, with sliding double doors across the full width. The original frame building has been clad in stucco. New gas pumps have been installed recently, probably as a result of new regulations requiring the removal of some underground tanks; the yard was covered with asphalt some time ago. However, the original form and character of the building is still evident (DHR 32-372).

Separate garages in which to park cars became a standard feature of domestic architecture in Fluvanna between the two world wars. A front-gable garage with wide, double doors and vertical siding was constructed around 1920 south of the Oak Grove house to shelter the Model T. Ford of the owner, Gilmer Snead. At the Trent-Ranson House (DHR 32-171) near Bremono Bluff, a three-car garage adjoining a boxwood garden was added at about the time the Bremono bridge opened. In 1934, the John Hartwell Cocke Memorial Bridge (DHR 32-381, figure 39) was dedicated to serve automobile traffic on Route 15, one of central Virginia's main north/south thoroughfare. The Virginia Department of Transportation proposes to replace it, since it is considered inadequate for traffic in the 1990s.

Fords, Ferries, and Bridges

Fluvanna County's numerous creeks and its three rivers posed a hazard for early road travelers. Early fords and ferry systems developed as both a service to travelers and as lucrative commercial establishments. Martin Ferry (later Ross's Ferry), one of the first in Fluvanna County, was established at Columbia in 1745. Martin Ferry actually consisted of two distinct ferries, one over the James and one over the Rivanna. Rates were set at three pence for a man and three pence for a horse.

Other early fords included Bryant's Ford, established in 1757 over the Rivanna, later the site of Rivanna Mills; the Martin King Road Ford over the Rivanna near the Union Mills Dam; and Napier's Ford near the site of the original Fluvanna courthouse. Located at low-water points in a creek or river, fords were created by submerging a rock-filled crib where the water level was lowest.⁷⁹ Although fords were vulnerable to swift water and flooding and required constant upkeep, they provided an important service to residents and travelers.

Use of the county's fords and ferries began to decline in the 19th century when many were replaced by bridges. In 1850, Bryant's Ford was replaced by a bridge during construction of the navigation system from Columbia to Rivanna Mills. Abandonment of the Martin King Road Ford occurred in the early 20th century when two water-level bridges were constructed, one below Union Mills and another at Bernardsburg, today called Crofton.

Napier's Ford was superseded by a covered wooden bridge on stone piers in 1828 when the courthouse location was moved to Palmyra. This toll bridge, contracted by and named for the Reverend Walker Timberlake, initially charged 6 1/2 cents for pedestrians; 4 cents for a mule, horse, or work ox; 6 1/2 cents for carriages, wagons, carts, and drays; 2 cents per head of cattle; and 15

⁷⁹"Highways and By-Ways of Fluvanna County," p. 21.

cents per score of sheep, hogs, goats, or lambs.⁸⁰ In 1847 Fluvanna County purchased the bridge and abandoned the toll. Several times, after being washed away by flooding, the bridge was rebuilt on its original stone piers. It was rebuilt again after being burned during the Civil War. During periods of reconstruction, the County provided a ferry for travelers. In 1931, the Virginia State Highway Department completed a new steel structure downstream and burned the covered wooden portion of the bridge.⁸¹

Other early bridges included a covered bridge over Byrd Creek along the Columbia Road, destroyed by flooding in 1928, and Temperance Bridge, contracted by Temperance Movement advocate John Hartwell Cocke to cross the Hardware River on the Scottsville Road. In the late-19th-century, Chastain Cocke devised a water-level bridge at Bryant's Ford that withstood flooding better than the high bridges or fords. Three more of these bridges were eventually built at Bernardsburg and Union Mills in Fluvanna and another at Milton in Albemarle County.⁸² Another unusual bridge made of sandstone was built at Bremo Bluff in the 1840s, on property then owned by George Holman, to carry the public road over the canal to the New Canton Ferry.⁸³

River Navigation

Navigation of the James and Rivanna rivers played an important role in the development of Fluvanna County and several of its primary villages. Throughout the first three-quarters of the 19th century, river navigation was seen as a superior mode of travel to overland transportation which took longer and was less comfortable because of unimproved road conditions. According to Mrs. Charles E. Demott, passenger on a canal boat, "no smoother form of transportation is imaginable."⁸⁴

The James River and Kanawha Canal

Serious efforts to establish a canal system in Virginia began with the formation of the James River Company in 1784. Charged with clearing the James for navigational purposes to link Richmond and Virginia's eastern markets with the Ohio Valley, the company made only marginal efforts to implement the extensive system envisioned by policy makers. The company's failure to maintain the river canal properly led the state to purchase its charter in 1820.

In 1832, a joint stock corporation was formed, and the James River and Kanawha Company

⁸⁰David W. C. Berr, ". . . At a Place Called Palmyra, a Village Scrapbook: History and Legacy." *The Bulletin of the Fluvanna County Historical Society*, number 34, October 1982, p. 11.

⁸¹"The Rivanna Navigation Company," p. 13.

⁸²"Highways and By-Ways of Fluvanna County," p. 21.

⁸³Ellen Miyagawa, "The James River and Kanawha Canal in Fluvanna," *The Bulletin of the Fluvanna County Historical Society*, number 33, April 1982, p. 13.

⁸⁴Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, 51.

incorporated and raised funds from both private sources and the state. The company acquired approximately 350 acres in Fluvanna County along the James River, some of the county's best agricultural land. Property owners were compensated for the loss of acreage, destruction of buildings, and inconvenience of having a lockkeeper stationed on their land.⁸⁵

The canal required significant labor for construction. First the channel--five feet deep and 35 feet wide at the bottom and 50 feet wide at the top--had to be dug with picks and shovels. Large rocks were blasted by drilling holes into the rock by hand, filling the hole with coarse black powder, and detonating the rock with a fuse made of brown paper soaked in salt peter. The work was both difficult and dangerous. Much of the early work was accomplished by slaves rented to the company. Later the company hired 3,300 men, two-thirds Irish immigrants and many from Germany. Working conditions led many of these workers to leave the company, and the company again resorted to the hiring of slaves.⁸⁶ The company estimated this work cost approximately \$18,000 per mile of canal.⁸⁷

A 12-foot-wide towpath then was cleared and a berm ditch dug to carry rainwater away from the canal, thereby protecting it from flooding and silting.⁸⁸ In addition, eight feeder dams to direct water into the canal were built, including one in Fluvanna. Seven Islands Dam, later renamed Bugg's Dam in honor of the first lockkeeper Samuel S. Bugg, consisted of a 3 1/2-foot-high crib, 12 feet at the base and extending 390 feet from the mainland to an island. Subsidiary structures and buildings included a feeder sluice, guard lock, lock 18, and a lockhouse.⁸⁹ Seven additional locks, all 100 feet long and 15 feet wide, also were included in the Fluvanna segment of the canal.

Other structures associated with the canal included at least 24 culverts and two large aqueducts, one over the Rivanna River at Columbia and the other constructed in 1838 over the Hardware River. The Columbia Aqueduct was constructed of granite quarried at Cobb's Falls in Cumberland County, 280 feet long, 21 feet wide, with three arches each having a span of 65 feet and a rise of 15 feet.⁹⁰ Work was completed in 1839 and the canal watered in 1840. Several stone quarries located along the James River provided the materials for constructing the canal and its locks and dams. Materials excavated while making cuts to build the canal also were used in construction.⁹¹

⁸⁵Miyagawa, "The James River and Kanawha Canal in Fluvanna," p. 10-11.

⁸⁶Miyagawa, "The James River and Kanawha Canal in Fluvanna," p.17.

⁸⁷*A Synopsis of the James River and Kanawha Improvement* (February 1833), p. 4.

⁸⁸Miyagawa, "The James River and Kanawha Canal in Fluvanna," p.12.

⁸⁹Miyagawa, "The James River and Kanawha Canal in Fluvanna," p.13.

⁹⁰Miyagawa, "The James River and Kanawha Canal in Fluvanna," p.15.

⁹¹James W. Smith, R. C. Milici, and S. S. Greenberg, *Geology and Mineral Resources of Fluvanna County*, bulletin 79 (Charlottesville, Virginia: Virginia Division of Mineral Resources, 1964), p. 34.

Six packet boats, 75 to 80 feet long and 11 feet wide, operated on the James River Canal. They carried passengers, freight, and the mail between Buchanan and Richmond. Along the canal, local farmers transported tobacco, wheat and other goods to Richmond for resale. Boats arriving from Richmond brought salt, sugar, spices, coffee and other products not produced locally.⁹²

Canal travel was popular between 1840 and 1880 despite its disadvantages. Boats could not travel during periods of extreme temperature for the canal could freeze in the winter and sometimes was too low for navigation in the summer. Flooding also presented a serious deterrent to canal travel, for floods rising above the canal level brought severe damage to the towpath, berms, locks, dams and other associated resources. Still, many favored canal transport because of its low cost and high comfort relative to stagecoach travel.

The James River Canal played an important strategic role for the Confederacy during the Civil War and, therefore, became a target of the Union Army. Troops and supplies from the west were deployed by boat to Richmond, and the canal allowed cheap transport of strategic materials such as coal and iron. During the war the canal was damaged by Union troops passing through the area. In March 1865, only months before the end of the war, General Philip Sheridan, who called the canal "the great feeder of Richmond," took direct action against the system, beginning at Scottsville, moving systematically along the channel and destroying almost 90 miles of canal.⁹³

Although reconstructed within a few months, the canal never fully recovered. The canal era was declining throughout the United States as rail travel increased in efficiency and affordability. Rail transportation was not limited to areas with water access and provided improved opportunities to reach landlocked markets. In 1878 the Richmond and Alleghany Railroad was incorporated and the following year the James River and Kanawha Company drafted a bill authorizing sale of the canal to the railroad company. In 1880, railroad construction began and the tracks were laid on the towpath. Soon afterwards, the C&O Railroad Company purchased the Richmond and Alleghany Railroad and either destroyed or allowed the deterioration of many resources associated with the James River & Kanawha Canal in Fluvanna County. However, many stone culverts and the Hardware Aqueduct still exist today (PS-69).

The Rivanna Navigation Company

Thomas Jefferson first took steps to improve navigation on the Rivanna River in Albemarle County. At this time, according to Jefferson, the Rivanna "is navigable for canoes and bateaux to its intersection with the South West Mountains [in Albemarle County], about 22 miles; and may easily be opened to navigation through those mountains to its fork above Charlottesville."⁹⁴ Jefferson's

⁹²Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 50.

⁹³Miyagawa, "The James River and Kanawha Canal in Fluvanna," p. 29.

⁹⁴Thomas Jefferson, *Notes on the State of Virginia* (Chapel Hill: University of North Carolina Press, 1955), p. 6.

improvements consisted of creating sluices or channels at falls and shoals either by moving rocks or blasting when necessary.

The Rivanna River, running diagonally through the county from Columbia to the Albemarle County line, provided another important source of transportation for Fluvanna residents. Canoes and the bateau, a long flat-bottomed boat with pointed ends driven by poles, were used to transport goods along the river. Although well suited for shallow-water navigation, these boats could not carry large amounts of goods.⁹⁵ Canoes were prone to tipping when filled with heavy cargo; two canoes connected side by side offered greater stability. Bateaux were designed specifically for shallow river travel and were able to carry larger loads than canoes. Still, their capacity remained insufficient. Prior to the improvement of the Rivanna, slaves and merchants rolled tobacco in hogsheads down the roads. Although imperfect, river transport greatly facilitated tobacco marketing.⁹⁶

In 1805, the Rivanna Navigation Company formed to provide more extensive improvements to travel on the river. Three distinct periods of construction occurred following formation of the organization. Between 1810 and 1820, the company became involved in straightening and deepening existing sluices in addition to building wing-dams--stone structures about two feet high that directed the flow of the water into the sluices--at more than twenty-seven falls, shoals, and fords between Milton and Columbia. Seven wooden locks were built in Fluvanna County: Union Mills, Bernardsburg, Broken Island, Palmyra, Strange's, White Rock and Rivanna Mills. A toll station was constructed at Columbia. Although vastly improved, this system only worked during periods of plentiful water. During low-water seasons, river boats had to reduce their loads or wait for rain.

In 1830, the wing-dams and sluices were abandoned and efforts begun to have complete slackwater navigation where each dam and lock would back water to the next dam and lock. Existing dams posed the largest challenge to Rivanna River navigation. The majority of these dams were constructed to operate the various mills along the river. To best feed the mill turbine, most dams were built at the top of falls so the water dropped over the wheel. While law required dams to contain a lock, these locks often discharged boats into the shallow, turbulent water below the falls. In addition to the problem of mill dams, mills competed with the boats for water, and during dry periods there often was not enough for both uses. To solve this problem, a series of short canals with locks was built to bypass trouble areas between mill ponds and deeper water downstream. During this period of improvement, the number of dams on the canal increased from six to 14 and the number of locks increased to 19.⁹⁷

In the 1850s, most of the more substantial locks were built and the towpath established to allow

⁹⁵Fluvanna Civil War Commission, *Fluvanna County Sketchbook*, p. 49.

⁹⁶"The Rivanna Navigation Company." *The Bulletin of the Fluvanna County Historical Society*, number 5, October 1967, p. 2.

⁹⁷"The Rivanna Navigation Company," p. 6-7.

horseboat navigation.⁹⁸ Construction during this period occurred in an attempt to open navigation on the river to larger canal boats that traveled on the James River. Previously, only small boats such as canoes and bateaux could use the system because the locks were small and no towpath existed. The James River Company agreed to build a water connection between the two canals at Columbia, called the Rivanna Connection, that included a 4.5 mile canal with two locks and two walk-through culverts in exchange for the Rivanna Navigation Company building seven new locks, six miles of canal, twenty miles of towpath, and one new dam at Carysbrook Farm. Other dams were probably rebuilt or strengthened and larger locks put in place. Engineer John Couty directed construction of the new, magnificent structures.⁹⁹

Unlike the James River Canal, the Rivanna system suffered little damage during the Civil War. Establishment of the Richmond and Allegheny Railroad also did little to impede the canal's success. The railroad company maintained a positive relationship with the Rivanna Navigation Company and had agreed to maintain the navigation facilities. The C&O, however, which bought the Richmond and Allegheny in 1887, failed to maintain the Rivanna Connection.¹⁰⁰ The Virginia Airline Railway was constructed to provide the missing link in transportation to central Fluvanna.

Considerable physical evidence of engineered structures built in and adjacent to the Rivanna River for both 18th-century bateaux and 19th-century canal navigation systems survive in varying states along the river. In addition, there are several points where remnants of stone piers and rocky islands indicate the locations of bridges that once crossed the river.

There also are points where wooden timbers and stones indicate the locations of the numerous grain and saw mills that operated historically in locations adjacent to the river. There appears to be evidence of millraces and secondary canal systems at several adjacent points as well as a quarry. The towpath for the mule-drawn canal boats ran parallel to the east bank of the river south of Palmyra and on the west bank north of the village. In places the path traversed flat terrain; in others it was cut out of the river's rock bluffs. Future archeological investigations may be able to uncover evidence of some of the bridges and culverts associated with the towpath. The path survives in some places; is a trace in others; and elsewhere has been destroyed by land-disturbing activities associated with agriculture, transportation, and other adjacent land uses. The river environs have considerable archeological potential. Many of the once-thriving communities such as Union Mills have all but disappeared today, but many foundations and other remains are believed to survive. Floods have washed down-river a number of canal-associated timbers and stones. Many of these are buried in the river; others have washed onto adjacent banks. Some remnants, such as the former lock gates at Palmyra, have been observed moving down the river with each flood.

⁹⁸"The Rivanna Navigation Company," p. 3.

⁹⁹"The Rivanna Navigation Company," p. 11.

¹⁰⁰Noel Harrison, "Years With the Airline." *The Bulletin of the Fluvanna County Historical Society*, number 5, p. 11.

Each mill or navigation dam possessed a lock to raise and lower boats between the river and the pond. Most of the bateau locks on the Rivanna River had wooden walls attached by metal pins to a rough stone backing wall. The lock walls were about 80 feet long and 9 feet apart, to take bateaux up to 65 feet long. Many known lock remains are partly buried in mud banks and are sometimes visible underwater as rough stone walls.

Boat locks on the Rivanna were very large structures designed to accommodate boats up to 93 feet long and 14 1/2 feet wide. Those in Fluvanna County were built of carefully cut stone and are in a good state of preservation, in contrast to the Albemarle locks, all of which are destroyed or silted over. The Albemarle locks were less durable, built of wood, perhaps with a rough stone backing.

At Union Mills there is evidence of both a late-18th-century bateau canal (figure 40) that used part of the nearby mill race and a mid-19th-century, dressed stone lock (figure 41). This lock is one of only two like it in Virginia. A portion of a late-18th-century rock wing dam (figure 42) used in conjunction with the bateau canal survives in the river. Several other wing dams exist in other locations as well. There is a trace of the two-and-a-half-mile-long Union Mills Canal (figure 43).

Just south of the existing Route 600 bridge at a narrow point in the river is a rocky island that indicates the location of one of the low-level bridges across the river developed by C.C. Cocke (figure 44).

A well-preserved bateau sluice survives at Bowles Rock Falls (figure 45). Stones and timbers still exist in the riverbed at Broken Island Dam at Lane's (sometimes Layne's) where the canal company operated a sawmill during the canal era. During the bateau era there was a dam (figure 46), later replaced with a larger dam with a wooden lock at Broken Island (figure 47).

At Palmyra near where the present Route 15 bridge (figure 48) crosses the Rivanna, evidence of both the stone lock and a dam survive. The stone lock (figure 49) is in a remarkable state of preservation. Timbers and stone from the crib dam are visible at low water beside the lock. Both the lock and the dam's stone abutments on both banks have a few mason's marks. Four stone piers (figure 50) from the no longer extant covered bridge at this location also survive.

Strange's Bateau Lock and Dam at Woodson's Falls were designed to take advantage of an existing rock outcropping in the river. No sign of the dam remains but the wood sides of the lock, backed by stone walls (figure 51), are still intact. This lock was inundated and abandoned when Carysbrook Lock and Dam were built in the 1850s.

Although filled, a trace remains of a canal that ran from a point below Strange's old lock to Carysbrook Lock; its path (figure 52) is visible from the air.

Carysbrook Lock and Dam were built for canal boat navigation at Cary's shoals opposite Carysbrook which was the residence of John Randolph Bryan, president of the Rivanna Navigation Company. This lock (figure 53) is in an excellent state of preservation. Part of the crib dam is still intact beside the lock. After the demise of the river navigation, the lock was plugged with a concrete wall in the

shape of a pair of upper gates. Carysbrook Mill, which is no longer extant, was built on the still surviving abutment when the dam was built. The portion of the navigation system from Carysbrook to Columbia remained in operation until 1908 when the Virginia Airline Railway was built to replace it as a connecting link through central Fluvanna.

White Rock Lock and Dam (figure 54) were constructed in the 1820s for bateaux and were inundated in the 1850s by Rivanna Mills Lock and Dam. The rubble of the crib dam (of timbers and broken stone) still creates a notable fall. The stone walls of the lock are well exposed and in good condition but little is left aboveground of the timbers and planking that lined the rock chamber. Tradition has it that a quarry at East Point (figure 55)--with rock outcroppings still visible on the east bank of the river--was the source for much of the stone used for a number of the locks on the Rivanna.

A 19-foot tall stone dam was rebuilt at Rivanna Mills in the 1850s to back water into the Rivanna Connection through the Rivanna Mills Lock. Stones from this dam survive in the river (figure 56) and are visible today. An early sawmill, dating from the bateau era, portions of which are visible at low water, was located about 400 feet upstream at the first dam.

The four-and-a-half-mile-long Rivanna Connection (figure 57) from Rivanna Mills to Columbia was the longest canal on the Rivanna. It was built in the 1850s by the James River and Kanawha Company (JR&K) to connect the Rivanna Navigation with the JR&K at Columbia. The surviving canal is still watered (figure 58) in some points and filled at others; its trace is very evident from the air in the filled areas.

The town of Columbia, where the two canals connected, still possesses visible canal structures as well as structures and remnants buried in river silt. A lock wall of the Columbia Lock and Dam, built in the 1830s, survives and is visible against the river bank in low water. St. Andrew's Street Lock is Virginia's only junction lock. Located at the point where the two canals joined, it had miter gates facing in opposite directions to impede water flow from each direction. The lock, adjacent to an unpaved road, is almost entirely covered today. The west abutment of the Rivanna Aqueduct, the largest on the JR&K, is the only surviving portion of the aqueduct that carried the canal across the Rivanna (figure 59). The structure stood until 1944 when the C&O Railroad destroyed its three stone arches despite public opposition.

An inventory of Fluvanna houses associated with the period of river transportation begins with sites along the James River, Virginia's most characteristic waterway. Scottsville, Shores and Brems each have a few buildings still remaining from the period when the region was first fully settled.

A river-oriented house near Nicholas Landing on the James below Scottsville is the Adams House (DHR 32-121), a brick residence built in the 1790s. Originally one-and-a-half stories, the building was later raised to a full two stories. Nearby Fairfield (DHR 32-132) dates from the same period.

Further east, near the confluence of the Hardware and James rivers, houses remaining from the early settlement include Fairwood (DHR 32-133), built in the early 1800s, and Mt. Airy. Downriver at Shores is Western View (DHR 32-114), whose two components, frame and brick, date from 1795

and 1825 respectively.

Near Shores, in a rocky territory known as "the Devil's Feather Bed," stands the DeBusk-Patteson House, a late-18th-century, one-and-a-half-story dwelling, where old plantings guide the eye toward Brema Creek. Pleasant Hill-Evergreen Farm (1851) is a handsome, frame I-house built, as was the brick part of Western View, by members of the Johnson family, whose holdings in the Shores neighborhood stemmed from a large plantation tract on the river. From the Miller's House at Shores (DHR 32-152), the unceasing sound of the rapids on the rocks below is a constant reminder of the miller's motivation in choosing this site.

The William Henry House (DHR 32-347) near Shores is of pre-revolutionary, mortise-and-tenon construction with a brick foundation, beaded weatherboard siding and stepped exterior end chimneys. Henry, whose brother Patrick was governor of Virginia at the time, was the first man to sign the petition that led to Fluvanna separating from Albemarle County in 1777. Soon afterwards he applied for permission to dam the Hardware River to erect a water grist mill.¹⁰¹

Some distance east of Shores, the Brema estate extends two-and-a-half miles along the river, and about two miles inland. The James curves to the northeast beyond Brema, then passes by Riverside Farm Hard on the James, with its two-over-two, central-passage house on the Fluvanna shore (DHR 32-50). Built around 1840, Riverside Farm Hard on the James is associated with earlier James River settlements, having been constructed for the overseer of Point of Fork plantation (DHR 32-24 and National Register of Historic Places). Point of Fork itself and the vestiges of the revolutionary war arsenal of that name, sighted strategically at the confluence of the Rivanna and James rivers, are the next early landmarks along the Fluvanna bank. The Greek Revival house at Point of Fork was built in 1836 by James Galt. The same year William Galt II built Glen Arvon, an identical mansion with a full-height, Doric portico, on the upper tract of property the brothers had inherited and divided in Fluvanna County. Then, just before the Goochland County line, the James flows past Columbia, Fluvanna's 18th-century town. Cobham, the plantation of David Ross, who founded the town, was on the south bank--the Cumberland side.¹⁰²

Farms west and north of Columbia were situated similarly on the shores of the Rivanna River. The farm associated with Gum Creek (1795), a house on Ross's Ferry Road one-and-a-half miles north of the town, once included all the land along the Rivanna from this point to Columbia. In the 1830s and again in 1850, part of this land was deeded to the canal company. By 1900, two large farms associated with the Kent family and the Fleming family had been established on this Rivanna property. Each had a version of the frame, central-passage I-house. (DHR 32-253, and 32-249)

¹⁰¹Fluvanna Historical Society Bulletin #16, April 1973, pp. 24 and 27.

¹⁰²For more on Columbia buildings, see DHR files 200-1 through 200-20, based on studies made by Deborah Murdock for the Virginia Department of Historic Resources, 1972-1976.

Further north, on the rich land at the curve of the Rivanna called Hell's Bend, were prosperous early plantations. Impressive stonework of the Ashlin-Stillman-Rison Mill still stand on the north bank of the river, not far from the house of the first miller, John Ashlin. Chatham, built around 1825, remains. Only outbuildings remain at Redlands. Later properties in the area included the Hughes House, Paxton, Ellersly, and Cedar Rock, now known as Rebelanna.

Railroad

The Richmond and Alleghany Railroad was established by charter in February 1878. Construction on the new line from Richmond began almost immediately, reaching Columbia by November 1880, Brems Bluff by February 1881, and Scottsville by March 1881. The Richmond and Alleghany laid its tracks on the James River and Kanawha Canal towpath, symbolizing the railroad's replacement of the canal as a transportation system. The C&O took over the company's operations in 1887.

In 1907 construction began on the Virginia Airline Railway, a subsidiary of the C&O, designed to connect the C&O line along the James River with the line between Charlottesville and Washington, D.C. This route provided a significant means of transport for Fluvanna County merchants to trade in Charlottesville. The line north to Palmyra was completed in May 1908 and by October 1908 the Airline reached the C&O tracks along the James River. This later leg included a 77-foot-long, steel bridge over the Rivanna, a concrete bridge over Ballenger Creek, and several culverts. Since most bridges of that period were constructed of wood, these steel and concrete structures represented both the railroad's success and modernity.¹⁰³

Various disputes between the C&O and Fluvanna County residents arose over the Virginia Airline Railway. In 1910, the Fluvanna Farmers Association charged the C&O Company with setting discriminatory rates. Reviewed by Virginia's regulatory board, the State Corporation Commission (SCC), it was determined that the rates charged by the railway company to local farmers were "discriminatory, unequal and unjust" and required a revaluation of passenger and freight rates.¹⁰⁴ By December 1909, several agency depots had been constructed in Fluvanna County including Cohasset, Carysbrook, Palmyra, Wildwood, and Troy. These buildings matched the common conception of how a train depot should look: wooden buildings with two segregated waiting rooms and a central office for the agent who shipped and received freight and sold passenger tickets. Non-agency depots, usually three-sided sheds that served the needs of small communities, existed along the tracks as well.

The railroad brought additional prosperity to the region, assisting farmers, miners and other businesses in transporting their goods. Small commercial establishments developed along the line as well. From 1908 until the early 1930s, the Virginia Airline Railway exercised considerable influence on local life and architecture. It made the central part of the county more accessible and brought full-time employment to many whose work on farms or in forests had been seasonal. The trains also

¹⁰³Harrison, "Years With the Airline," p. 23.

¹⁰⁴Harrison, "Years With the Airline," p. 25.

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made mass-produced building supplies and architectural elements available in much greater quantities and at less cost than ever before. The railroad brought other commodities as well. Fluvanna County's first ice cream arrived by rail from the Monticello Dairy in Charlottesville in 1913. William R. Pettit trucked the new treat from Cohasset Station to his restaurant, Bill Dick's, in the old Fork Union Tobacco Warehouse to be enjoyed by his customers.

This prosperous period for the railroad lasted about 20 years. Improvement of the road system in the 1930s encouraged leisure passengers and commercial users to rely on the automobile's convenience. Local stations were abandoned first, soon followed by the agency stations, as increased popularity of the automobile led to a decline in passenger traffic. In 1954 the C&O requested and was granted permission by the SCC to discontinue two of the line's most popular trains, although some freight service continued using the line. In 1971, the C&O announced complete abandonment of the line and approval came from the Interstate Commerce Commission (ICC) in 1972.¹⁰⁵

Several buildings reminiscent of the railroad's heyday in Fluvanna survive. The Carpenter Gothic-style Columbia Depot, moved from the flood plain to its present site in 1978, is characteristic of rural stations of the late 1800s. The 1910 depot on this line at Hardware is gone, but the stationmaster's Queen Anne-style, ell-shaped house (DHR 32-257) on the bluff above the tracks continues to evoke the period. A large, square, recessed porch that claims half the ground floor of the main block faces south over the railroad tracks to the river. To the east, an architecturally less ambitious, single-story, board-and-batten wing affords a more utilitarian view down the track.

Haden's Store (DHR 32-259), nearby at the foot of the Hardware Road, is built into the slope. At roadside, the steep bank is terraced by concrete walls. The store is a front-gabled building, three bays wide with iron-barred, two-over-two windows and a two-tiered front porch with turned balusters. To the rear, living space appears to have been added in increments.

The Cohasset Station (figure 60), still at its original site next to the Airline bed, is a front-gabled, frame building with vertical siding and wide overhanging eaves supported by large brackets. On the east--trackside--is a full-height rectangular bay with a cross-gabled roof and windows on three sides. The building is set on wooden beams: railroad ties. There are diagonal board sliding doors to east and west. Tickets were sold or telegraphs sent inside the station. There were two waiting rooms, since passengers were separated according to race. Just west of the station, beneath the Cohasset Grocery Store, was a pen for pigs and chickens in transit. The Cohasset Stationmaster's House a few yards further to the west is a frame bungalow whose numerous windows include wide, centered dormers front and back. The house has a full-width brick porch (DHR 32-316).

Another station stop, Wildwood Station, north of Palmyra, was known also as T.J. Wood & Company (DHR 32-201). It served as depot, telegraph office, post office, store, and later as a boarding house for construction workers on Route 15. It is a two-story, frame with weatherboard siding, front-gabled, commercial building with a domestic appearance. Two-over-two-sash windows

¹⁰⁵Harrison, "Years With the Airline," p. 25.

flank the front door, shaded under the roof of a plank-floored porch. An outside stair once led to living quarters upstairs. A freight room with a wide, diagonal-board door abuts the store to the south. A wing attached to the north is in effect a complete two-story house, in the same style as the store. Behind this, in improvisational style, additional living space was added during the Depression.¹⁰⁶ An upstairs balcony provided roomers access to the bedrooms without going through the house.

Troy, a stop further up the line, was named for T.O. Troy, the C&O's "front man" in establishing the Airline Railway. Hasher's Store at Troy, once the Troy Post Office, is a cheerful reminder of the architecture of the railroad period (DHR 32-260).

The railroad also had an impact on school architecture when mail-order schoolhouses became available by rail. In 1917 Julius Rosenwald, president and later chairman of the board of Sears, Roebuck & Company, had established a fund to provide rural schools for Negro children.¹⁰⁷ The first Rosenwald schools came to Fluvanna in about 1930. Examples included the West Bottom School near Bremo, with a central cupola containing the school bell, Evergreen School north of Wilmington, Hollywood School, also known as Byrd Grove, and the Dunbar School near Shores (figure 61), named for the poet Paul Lawrence Dunbar. All are now privately owned. Later, Fluvanna's first automobiles also arrived by rail. In the familiar pattern of 20th-century transportation, vehicular traffic proved the undoing of the local railway system.

¹⁰⁶Conversation with a grandson of T. J. Wood, R.C. Omohundro, March 1993.

¹⁰⁷The Columbia Encyclopedia, Harris and Levey, Editors, Columbia University Press, New York 1975.

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FLUVANNA COUNTY PRESERVATION PLAN

A broad range of strategies to preserve cultural resources has been recommended for Fluvanna County. These recommendations comprise many of the elements found in proactive, rural cultural resource protection policies throughout the country. The county could choose to adopt some of the strategies now and consider others for a later date. A listing of those strategies that may be appropriate for consideration now and in the near future are contained in the Action Agenda following this preservation plan.

GOAL 1: IDENTIFY SIGNIFICANT HISTORIC RESOURCES

Background

Citizens of the county and the Fluvanna County Historical Society identified hundreds of historically significant structures during a public meeting at Carysbrook Community Center and in follow-up conversations. While it is thought that a majority of the historic resources of the county were identified at this meeting, a few areas of the county have not yet been screened. These areas include:

- Three Chopt Road along the Northern Edge of Fluvanna;
- The Scottsville area; and
- Private road traces throughout the county as identified on USGS quadrangles.

Residents' knowledgeable about these areas should contact the Fluvanna County Historical Society. In addition, knowledgeable persons in the county should review the structures already identified on the "Fluvanna County Historic Resources Maps" to ensure precise locations of structures.

Objective: Identify historic resources.

Actions

1. The Fluvanna County Historical Society should use the architectural resources maps provided with this document to re-examine areas, where necessary, in which resources have already been identified to uncover any errors produced in the mapping portion of the project.
2. The Historical Society should seek local expertise on historic resources found in areas of the county where little information has been recorded. Work should include the identification of potentially significant structures that may exist in these areas.
3. Survey efforts to date have reflected Fluvannian's interest in dwellings and churches. Future efforts to identify additional historic resources might focus on houses of small landholders and tenant farmers constructed between the two world wars. Agricultural buildings might also be more thoroughly inventoried.

Contact for information: Fluvanna County Historical Society

P.O.Box 8
Palmyra, Virginia 22963

GOAL 2: ASSESS SIGNIFICANT HISTORIC RESOURCES (RECONNAISSANCE AND INTENSIVE SURVEYS)

Background

Four hundred of the historic resources identified by the citizens of the county have been surveyed to a reconnaissance or intensive level. As additional resources are identified in the county, they should also be surveyed. Historic resources that have been identified need to be precisely described. To learn about the architecture of these resources, and assess their significance, a reconnaissance survey should be performed.

A reconnaissance survey provides information about architecture, construction techniques, date of construction and historic function. This information can then be used by the public, local, regional, state and federal governments for preservation, economic development and other concerns.

The intensive survey provides more detailed architectural and historical data for representative and significant resources in the county, including examination of the interiors of the buildings. While the information can be used in a similar fashion as the reconnaissance survey, the additional level of data meets the more rigorous needs for other scholarly, public and governmental uses.

Objective A: Document historic resources to a reconnaissance level in the areas of the county cited above where potential historic resources exist.

Actions

1. Assess historic resources as they are identified. The Fluvanna County Historical Society and county could work with a consultant to survey the sites and prepare the report, or volunteers from the Historical Society could receive training from a consultant and survey the properties. They could then choose to contract with the consultant to edit the surveys and prepare the report in a form compatible with Virginia Department of Historic Resources (VDHR) data standards.
2. Complete the remaining VDHR Historic Contexts not addressed in this report concurrently with production of future survey projects. Four additional themes that have played an important role in the history of the development of the county are:
 - Education
 - Commerce/Trade
 - Religion
 - Government

These themes were identified by the project team as priority historic contexts for future research.

3. Data should be entered into the Integrated Preservation Software (IPS) database at the Thomas

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- Jefferson Planning District and/or the Virginia Department of Historic Resources.
4. Historically significant properties found after conclusion of the present project should be evaluated for their potential for listing on the National Register.

Objective B: Document historic resources to an intensive level.

Actions

1. Structures currently surveyed to a reconnaissance level should be considered for survey at the intensive level, if evaluated to be among the most significant in the county. The county should retain a preservation consultant to survey these historic resources. This level of survey should be performed by individuals with credentials which meet National Park Service standards.

The professional qualifications are a graduate degree in architectural history, art history, historic preservation, or a closely related field, with course work in American Architectural History; or a bachelor's degree in architectural history, art history, historic preservation, or a closely related field plus one of the following:

- a. at least two years of full-time experience in research, writing or teaching American architectural history or restoration architecture with an academic institution, historical organization or agency, museum or other professional institution; or
 - b. substantial contribution through research and publication to the body of scholarly knowledge in the field of American architectural history.
2. Properties surveyed to a reconnaissance level in the future should be considered for intensive level surveying.

Contact for information: Elizabeth Hoge Lipford, Virginia Department of Historic Resources, 804-225-4354

GOAL 3: ASSESS THE ARCHAEOLOGICAL RESOURCES OF THE COUNTY

Background

Funds from the Virginia Department of Historic Resources were unavailable for archaeological research under this project. Prior research had been conducted in Fluvanna County by the University of Virginia Department of Anthropology. In addition, Potsdam University conducted digs in 1991 and 1992 behind Ranson's Store on Rt. 15 on the back of Billy Martin's property. This information needs to be re-evaluated with other archaeological resources found in other localities in the Thomas Jefferson Planning District. Archaeological data from all the localities in the region should be used to develop a model able to predict the location of archaeological sites. Future studies should be oriented toward meeting comprehensive planning needs.

Objective: Translate past archaeological research into preservation planning level information and

recommendations.

Action

1. The county should contract with a consultant to undertake an archaeological assessment that would provide an archaeological predictive model useful for comprehensive planning and site planning review in Fluvanna County.

GOAL 4: DEVELOP POLICY TO PROTECT RESOURCES

Background

The 1993 Fluvanna County Comprehensive Plan, on page 42, states the following goals, objectives and actions related to historic preservation:

Goal: Conserve the county's historic and cultural resources, including historic sites, structures, landscape features, archaeological sites and other unique features.

Objective: Maintain an updated inventory of existing historic and archeological sites.

Action for Consideration

The Board of Supervisors has provided matching funds for an updated survey of historic and archeological sites (between 300-400). This information should be referred to by the Planning Commission and by the Administrator when giving approval for any new building or development.

Objective: Increase the number of Fluvanna County properties on the Virginia Landmarks Register and National Register of Historic Places by encouraging owners of potentially eligible property to pursue such designation.

Actions for Consideration:

1. Promote ordinances which would provide tax incentives for rehabilitating historic properties.
2. Protect scenic vistas, rivers and roads through use of scenic overlays, with priority for the Palmyra area.
3. Protect historic settings through use of voluntary techniques such as conservation and preservation easements.
4. Encourage and support celebrations of the county's history.
5. Develop a curriculum of Fluvanna County history, government and geography for appropriate grades in the elementary schools.
6. Enhance the courthouse setting by 1) encouraging elimination of all overhead public utilities; 2) providing a sidewalk between the courthouse and post office on Route 15; and 3) installing appropriate lighting to highlight the courthouse, the confederate monument, and the old stone jail.

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This survey project is a step to meeting the first objective. For later revisions of the Comprehensive Plan, the county should consider revising its current historic resources goal to incorporate a commitment to manage its historic resources wisely. This policy should match the county's expected future desire and capability to implement historic preservation recommendations, guidelines and ordinances.

Objective: Develop a historic preservation policy to guide historic resource management.

Action

1. The county should adopt the following historic preservation policy:

The historic resource policy of the County of Fluvanna is to protect, preserve and enhance significant cultural resources; to provide incentives when possible to protect historic resources; to consider historic resources as an essential part of growth management strategies; to enhance economic revitalization in the county by encouraging heritage tourism; to participate in state and federal grant programs; to consider historic resources when making land use decisions; and to amend ordinances as new information on historic resources is uncovered in the county.

GOAL 5: NOMINATE OUTSTANDING BUILDINGS AND SITES TO THE VIRGINIA LANDMARKS REGISTER AND THE NATIONAL REGISTER OF HISTORIC PLACES.

Background

Both the Commonwealth and the federal government have programs to recognize historically outstanding buildings and sites. In 1966, the General Assembly established the following criteria for Virginia Landmark designation:

"a relationship with the life of an historic personage or event representing some major aspect of, or ideals related to, the history of the State or Nation. In the case of structures which are to be so designated, they shall embody the principal or unique features of an architectural style or demonstrate the style of a period of our history or method of construction, or serve as an illustration of the work of a master builder, designer or architect whose genius influenced the period in which he worked or has significance in current times..."

Sites that meet these criteria are placed on the Virginia Landmarks Register and are called Virginia Historic Landmarks. The National Register of Historic Places is the nation's official list of properties important in the history, architectural history, archaeology, engineering and culture of the United States. The National Register is maintained by the National Park Service and is administered within Virginia by the Virginia Department of Historic Resources. Both registers recognize buildings, structures, districts, sites and objects significant at the local, state or national level. In addition to being fifty years of age and possessing integrity, eligible properties must meet one or more of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of our history;
- Associated with the lives of persons significant in our past;
- Embody the distinctive characteristics of a type, period, or method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction;
- Yielded, or may be likely to yield, information important in prehistory or history.

In addition, properties of national significance can be nominated for designation as National Historic Landmarks. To be found eligible, properties must possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Properties are evaluated for the Landmarks program through the application of six criteria.

Additional information regarding these designations can be obtained by contacting the Virginia Department of Historic Resources, 221 Governor Street, Richmond, Virginia 23219, (804)-786-3143.

Owners of the most historically outstanding properties in the county can have their properties placed on the Virginia Landmarks Register and the National Register of Historic Places and receive:

- by virtue of increased awareness, wise management of the resource;
- consideration of the resource when a project utilizing federal funds or permits is proposed;
- historic preservation grants when funds are available;

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- a historic tax credit for rehabilitation of income producing buildings;
- the opportunity to donate a preservation easement to the Commonwealth of Virginia.

Registration does not require that rehabilitation conform to the Secretary of the Interior's standards. Only if the property owner seeks a preservation grant or a federal tax incentive must. The applicant follow the Secretary of the Interior's Standards for Preservation Projects.

Registration does not:

- restrict an owner's use of his or her property as long as private funds are used;
- prohibit an owner from demolishing any buildings;
- prohibit subdivision or sale.
- mandate or require preservation

Objective: Nominate outstanding buildings and sites to the Virginia Historic Landmarks Register, the National Register of Historic Places and, when appropriate, as National Historic Landmarks.

Actions

1. Owners of potentially eligible properties should prepare a preliminary information form (PIF) to evaluate the most outstanding buildings and sites for the state and national registers. The PIF is sent to the Virginia Department of Historic Resources.
2. Prepare a complete nomination form if the State Review Board recommends nomination.

Contact for information: Julie Vosmik, Virginia Department of Historic Resources,
804-225-4252

GOAL 6: RECOGNIZE OUTSTANDING VILLAGES AS NATIONAL REGISTER HISTORIC DISTRICTS

Background

Historic districts are defined as a significant concentration, linkage or continuity of sites, buildings, structures or objects united historically by plan or physical development.

Objective: Nominate eligible villages for listing in the National Register of Historic Places and the Virginia Landmarks Register.

Action

1. Property owners should retain a consultant to prepare historic district eligibility Preliminary Information Forms (PIFs) to evaluate eligibility of Wilmington, Columbia, Shores, Bremo Bluff,

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2. Kents Store, and Cohasset. The village of Palmyra has already been designated as a historic district. If eligible, the consultant should complete Historic District nomination forms for each district.

Contact for information: Julie Vosmik, Virginia Department of Historic Resources,
804-225-4252

GOAL 7: ESTABLISH A RURAL HISTORIC DISTRICT ALONG THE RIVANNA RIVER IN AREAS WITH LOCKS AND REMAINING SEGMENTS OF THE RIVANNA CANAL

Background

Remains of the Rivanna Canal Company's system of canals and locks were intensively surveyed for this project. The canals and locks, together with the lands traditionally associated with the transportation, commerce, and agricultural history of the county that surround the system, are significant to Fluvanna County and the Commonwealth for the following reasons:

1. The Rivanna canal and locks are the best preserved of the man-made bateau era transportation systems in this area and are better preserved and more accessible than the James River and Kanawha locks and dam.
2. The area of the canals and locks serves as an important wildlife corridor which together with lands along the river in Albemarle, could connect with the Appalachian Trail as part of the state trail system.
3. The 1989 Virginia Outdoors Plan lists the Byrd Creek Hemlock Bluffs as a significant natural resource that should be included in the State Natural Areas System.

A rural historic landscape is defined as;

A geographical area that historically has been used by people, or shaped by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features. A rural historic landscape can contain a number of historically significant properties. Recognition of the Rivanna locks and canals as a significant rural historic landscape, through designation as a Rural Historic District, could help to protect the natural and cultural resources of the river, and provide the same financial benefits to landowners as are available to owners of properties on the National Register of Historic Places (see Goal 5, Background, above).

Objective: Nominate the Rivanna locks and canals as a National Rural Historic District.

Actions

1. The County of Fluvanna should retain a qualified consultant to identify and assess the historic resources along the canals of the Rivanna. Landowners may want to work with the county to submit a proposal to VDHR to provide funds to survey the region.
2. The consultant should complete a Preliminary Information Form (PIF) to nominate the region as a Rural Historic District.

3. If the district is eligible, the consultant should prepare a complete Rural Historic District nomination.

Contact for information: Julie Vosmik, Virginia Department of Historic Resources, 804-225-4252

GOAL 8: SEEK PRESERVATION EASEMENTS ON THE COUNTY'S MOST SIGNIFICANT PROPERTIES

Background

A preservation easement is a right or limitation set forth in a legal document that grants a public or non-profit organization the authority to protect the historic, cultural, architectural, or archaeological characteristics of a property while allowing the donor to retain ownership of the property. The easement must contain covenants that are binding and enforceable and run with the land and structure. The covenants obligate the owner to refrain from actions which are incompatible with the preservation of the property.

There are several financial advantages to the donation of a preservation easement:

1. The value of the easement can be claimed as a charitable donation deduction from taxable income.
2. Donation may substantially reduce estate taxes.
3. Local property tax assessments can be reduced as the local tax assessor is required by law to consider the easement when reassessing the value of the property after the easement has been granted..

In order for a property to be eligible for the easement program, it must qualify for inclusion on the Virginia Landmarks Register either individually or as a property in a registered historic district.

Objective: Provide information on the easement program to Fluvanna County residents.

Actions

1. Fluvanna County should request that a representative from the Virginia Department of Historic Resources, and/or other non-profit organization such as the Preservation Alliance of Virginia, or the Virginia Outdoors Foundation make a presentation to the Fluvanna County Historical Society. (One recent instance of such a presentation was a talk made by Calder Loth, of the Virginia Department of Historic Resources at the Spring 1992 meeting of the Fluvanna County Historical Society at Bremo, a property already placed under easement).
2. The Historical Society should in turn, provide information to elected and appointed officials, as well as citizens in the county.

Contact for information: Calder Loth, Virginia Department of Historic Resources, 804-786-3143.

GOAL 9: ENCOURAGE REHABILITATION OF HISTORIC STRUCTURES THROUGH FEDERAL REHABILITATION TAX CREDIT

Background

The federal tax code provides an incentive for the preservation of historic resources. A federal tax credit is available for the rehabilitation of eligible income-producing buildings. The credit, available since 1976, was revised by the Tax Reform Act of 1986. Certified historic rehabilitations qualify investors for a 20% rehabilitation tax credit. A certified historic structure must be listed individually on the National Register of Historic Places or be certified as contributing to the historic character of a registered historic district. Structures not meeting the above criteria but which were constructed prior to 1936, can qualify for a 10% rehabilitation tax credit.

Either the 20% or 10% rehabilitation must be substantial to qualify for the credit. "Substantial" is defined as exceeding the owner's adjusted basis in the structure, or \$5000, whichever is greater. The adjusted basis is defined as the purchase price, minus the value of the land, minus any depreciation already claimed, plus the value of any earlier capital improvements.

Finally, the property must be income producing to qualify for these credits. Owner-occupied residences, for example, are not eligible although residential rental property is..

Objective: Educate Fluvanna County citizens about the tax credit

Actions

1. The Fluvanna County Historical Society should request the Virginia Department of Historic Resources to present information to citizens of the county about the investment tax credit program, particularly as it pertains to 19th and early 20th century commercial structures such as those on Columbia's St. James Street.
2. Interested property owners should contact the Virginia Department of Historic Resources for additional information.

Contact for information: John E. Wells, Virginia Department of Historic Resources,
804-371-6495.

GOAL 10: LOCAL TAX CREDIT FOR REHABILITATION OF HISTORIC RESOURCES

Background

Counties, cities, and towns in Virginia can provide partial exemption from taxation of real estate which has been rehabilitated and is no less than twenty-five years old. For instance, the City of Richmond gives partial exemption from real estate taxes for qualifying real estate. Residential, commercial, and industrial structures that meet certain criteria, can have increases in assessments due to rehabilitation forgiven for five to ten years. The city has found that the exemption spurs redevelopment in old sections of town that otherwise might not occur.

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Objective: Provide incentives for rehabilitation of historically significant structures.

Actions

1. Fluvanna County should appoint a committee to study the development of a real estate partial exemption ordinance for historic properties..
2. The committee should research exemption ordinances from other localities.
3. The committee should study the impact of a partial real estate exemption on the monetary resources of the county.

GOAL 11: PRESERVE THREATENED HISTORIC STRUCTURES THROUGH THE HISTORIC PRESERVATION FOUNDATION REVOLVING FUND

Background

Three years ago, the General Assembly established the Virginia Historic Preservation Foundation to purchase threatened historic properties, place easements on them, and sell them back to preservation minded citizens. Proceeds from sales return to the revolving fund. The members of the Foundation are appointed by the Governor. The Director of the Virginia Department of Historic Resources serves as Foundation Secretary.

Objective: Preserve and rehabilitate historic structures by acquisition of threatened historic landmarks and resale with protective covenants to sympathetic buyers

Actions

1. The Fluvanna County Historical Society should compile a list of threatened historic resources.
2. The Society should identify property owners of threatened resources which are interested in sale or gift of the property to the Foundation.
3. The Society should provide information to the property owners about the Foundation.

Contact for information: Julie Vosmik, Virginia Historic Preservation
Foundation, 804-225-4252.

GOAL 12: PROVIDE HISTORIC PRESERVATION TECHNICAL ASSISTANCE TO PROPERTY OWNERS

Background

The Historic Staunton Foundation operates a technical assistance program (formerly the Facade Improvement Program) which provides information to city residents about design issues for sensitive rehabilitation and renovation. The Fluvanna County Historical Society should consider the production of brochures designed to provide similar kinds of information for landowners in the county. This type of project could be funded through the Certified Local Government program administered by the Department of Historic Resources. If Fluvanna chooses to apply for certification.

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Objective: Provide information about rehabilitation of historic resources to the citizens of the county.

Actions

1. The Historical Society should develop educational materials for the rehabilitation of historic structures in Fluvanna.
2. The Historical Society should request funding from the Fluvanna County Board of Supervisors to publish the information. Information could also be provided about incentives for historic preservation.

Contact for information: Historic Staunton Foundation, 703-885-7676 or
Virginia Department of Historic Resources, 804-786-3143

GOAL 13: SEEK ASSISTANCE FROM VIRGINIA MAIN STREET PROGRAM FOR THE COUNTY'S HISTORIC VILLAGES

Background

The Virginia Department of Housing and Community Development with the Virginia Department of Historic Resources administers the Virginia Main Street Program, which provides downtown revitalization technical assistance for communities with populations between 1200 and 50,000 people. In return for this assistance, communities are required to commit local funds to hire a project manager and support the administration of a downtown program for three years, form a downtown revitalization organization, and work in the Main Street four point approach to downtown revitalization-organization, promotion, design, and economic restructuring. Main Street staff, through site visits and audio visuals, can provide information on storefront treatments, signage, and other aspects of downtown revitalization.

Objective: Receive revitalization assistance for the villages in the county.

Actions

1. Fluvanna County should contact the Virginia Department of Housing and Community Development to request downtown revitalization information.
2. After reviewing the information, if the county is interested, it should invite staff from the program to visit the County.
3. The county staff should meet with the Virginia Main Street staff to discuss the possibility of enrolling of selected villages in the county as "Main Street villages", with the same advantages as now found in the current Main Street program.

Contact for information: Tim Pfohl, Virginia Department of Housing and Community
Development, 804-371-7030.
Luellen Brumgard, Virginia Main Street Program,
804-371-7030.

**GOAL 14: SEEK FUNDING FROM THE CENTER ON RURAL DEVELOPMENT (CORD) TO
PROMOTE HERITAGE ECONOMIC DEVELOPMENT**

Background

The Center on Rural Development (CORD), established in 1991, staffs a program designed to provide funds to communities to encourage for rural development. The Innovation Grant Program seeks to support projects to:

- improve the lives and communities of rural Virginians;
- encourage innovation and creativity in addressing rural needs;
- develop an inventory of unique approaches to rural development;
- build the capacity of local residents and officials to create and manage locally determined strategies;
- support projects that serve as a catalyst for other development activities;
- help to create or strengthen public-private-state partnership.

Local governments, planning district commissions, and local and regional non-profit organizations are eligible grant recipients. For 1993, CORD awarded thirteen innovation grants totalling \$300,000.00.

Objective: Seek CORD funding to integrate economic development and historic preservation.

Actions

1. Fluvanna County, working with the Historical Society and other organizations, should draft a program to integrate preservation and economic development.
2. Fluvanna County should apply to CORD for funding to undertake the project.

Contact for information: The Center on Rural Development, 804-371-7075.

GOAL 15: PROVIDE LOW INTEREST FUNDS FOR LOCAL HISTORIC REHABILITATION LOAN POOL

Background

Some communities in Virginia work with a local bank to provide low interest loans for historic rehabilitation. Known as "loan pools", they are frequently run by non-profit groups working in a private venture with banks.

Objective: Establish a local low interest loan pool for historic structure rehabilitation

Actions

1. Members of the Fluvanna County Historical Society, working with other local non-profit groups as appropriate, should meet with representatives from the Jefferson National Bank to discuss the possibility for low interest historic rehabilitation loan pool.
2. Criteria for eligible structures should be established.
3. Jefferson National Bank should make loans available to historic resource property owners.

Contact for information: Historic Staunton Foundation, 703-885-7676.

GOAL 16: DEVELOP CONSERVATION OVERLAY DISTRICT

Background

The revitalization of many of the county's villages can be tied to incentives to rehabilitate historic structures within the boundaries of the villages and disincentives to develop natural resources immediately surrounding these villages. Economic development and housing rehabilitation within the villages which is sympathetic to existing historic resources must complement efforts to preserve surrounding lands needed for agricultural, environmental and recreational purposes. Conservation of village and country resources must be undertaken jointly for either to be successful.

The county should consider the adoption of conservation districts, encompassing co-dependent village and surrounding rural areas where historic, environmental, transportation, and housing resources would be wisely used, in a complementary fashion. The conservation districts could contain historic districts, or typical zoning districts, delineating areas to be developed at certain densities.

The purposes of the conservation district would be to protect neighborhoods and historic structures within them, economically enhance the village portions of the district, and conserve surrounding environmental resources necessary to ensure a healthy environment and high quality of life.

Objective A: Delineate villages and surrounding lands to be included in conservation zones.

Actions

1. County staff should delineate historically sensitive boundaries around Wilmington, Columbia,

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Shores, Bremono Bluff, Kents Store, Palmyra, Stage Junction, and Cohasset. When land and structures are under utilized in these areas, boundaries should include structures and lots appropriate for housing, commerce, and as little "new" rural land as possible, and exclude needed rural resources.

2. Staff should also delineate areas surrounding Wilmington, Columbia, Shores, Bremono Bluff, Kents Store, Palmyra, Stage Junction, and Cohasset that provide needed environmental and agricultural resources for each village.

Objective B: Implement strategies within the conservation zone to rehabilitate villages and protect rural areas.

Actions

1. Fluvanna County should adopt a density transfer system allowing the proffer of conservation easements from surrounding rural area landowners in exchange for increases in allowable density within the villages.
2. The county should provide incentives for transportation systems sensitive to rural environmental resources and village historic resources and neighborhoods.

GOAL 17: DEVELOP GUIDELINES FOR NEW DEVELOPMENT WITHIN CONSERVATION DISTRICTS AND HISTORIC DISTRICTS

Background

To meet the proposed preservation policy, the county must implement measures that, while protecting, preserving and enhancing historic resources in the county, also demand an appropriate amount of county staff resources to enforce. Instead of neglecting or over-managing its historic resources, the county must carefully craft a balanced preservation program that grows along with the preservation education of its citizens. The county should create a program that is both educational and regulatory. County residents should be provided education on historic preservation strategies through the media and public forums. County staff and professionals in the building industry should also be included in any educational program. Included in the historic education curriculum should be information about desirable options related to setbacks, parking, screening, roadside trees, lighting, building placement, and facades.

Because the county is growing because of its proximity to Richmond and Charlottesville, guidelines are needed to protect historic resources in the Conservation Districts and in the Historic Districts, which although not now in place, could be approved in the near future.

Objective A: Draft required guidelines for new development within the Conservation District (see Goal 16 above) of the county. Strategies for areas identified as historic districts have been developed through a later objective.

Actions

1. Fluvanna County should form a historic resources guidelines committee.
2. The committee should research the efforts of other localities to establish new construction standards

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for areas which contain historically significant structures. A historically significant structure is defined as one which is potentially eligible or is already listed on the National Register.

3. Adopt the following standard:
"Development within .25 miles of a historically significant structure shall be constructed with complementary roof pitch and floorplan to the nearby historic resource(s). This recommendation does not apply if the builder proves through a viewshed analysis that the proposed structure does not obstruct views from and to the historic area. When development must impact the scenic quality of the resource, it shall be screened with native vegetation. Parking and lighting impacts shall be sighted to produce minimal impact on the resource(s)."
4. Implement guidelines through a Conservation District ordinance, which would be created through amendments to the Fluvanna County zoning ordinance.

Objective B: Draft required guidelines for new development within the Historic Districts of the county.

Actions

1. The county should research the efforts of other localities in the Commonwealth to establish new construction standards in National Register Historic Districts.
2. Draft the following guidelines:
"New development within a historic district shall be constructed with a roof pitch, floorplan and facade complementary to the nearby historic resource(s). Setbacks, building placement, and parking shall be constructed in a manner similar to nearby historic resources."
3. Implement historic guidelines through an historic district ordinance. The ordinance would be created through amendments to the Fluvanna County Zoning Ordinance. The ordinance would allow for the creation of historic districts. Section 15.1-503.2 of the Code of Virginia provides for the establishment of this zoning, which amends the existing zoning map and ordinance and allows for the following:
 - an architectural review board (ARB) to administer the ordinance; and
 - ARB approval of new construction, reconstruction, exterior alteration or restoration.

Objective C: Examine the Fluvanna County zoning ordinance to identify portions that discourage the preservation of historic resources and development that is sympathetic with its surroundings. For example, the Fluvanna County Zoning Ordinance, Articles 4-3 and 5-3, requires setbacks in residentially zoned areas ranging from thirty to thirty-five feet to the right of way. In many older communities in Virginia, residential structures were often built closer than this to the street.

Action

1. Fluvanna County should research the county zoning ordinance and suggest changes such as greater setbacks that encourage the construction of buildings sensitive to surrounding historic resources.

GOAL 18: SEEK ACCEPTANCE OF FLUVANNA COUNTY AS A CERTIFIED LOCAL
GOVERNMENT (CLG)

Background

A certified local government is eligible to apply for funds from the Historic Preservation Fund through the Department of Historic Resources. CLGs can apply for funds for certain historic preservation activities, and can receive technical assistance from the Department of Historic Resources and the National Park Service. These funds may be obtained without a cash match from the local government.

Actions

1. The county should adopt a local historic district ordinance;
2. Create an Architectural Review Board (ARB);
3. Create a system for ongoing historic resources surveys;
4. Develop avenues for the public to participate in historic preservation; and
5. Apply for Certified Local Government Program (CLG) administered by the Virginia Department of Historic Resources (VDHR).

GOAL 19: PROMOTE HERITAGE ECONOMIC DEVELOPMENT

Background

The draft Fluvanna County Comprehensive Plan establishes a goal to support economic development through increased development of recreational facilities and tourism. Working with other localities in the Thomas Jefferson Planning District, regional tourism could help to build tax base in Fluvanna County.

Objective: Promote historic resources as an important element of the county's economic development strategy.

Actions

1. Fluvanna County should convene a meeting of representatives from the Fluvanna County Historical Society, Regional Tourism Council, Chamber of Commerce and other interested groups to study ways to use historic resources as important elements in an economic development strategy.
2. The county should evaluate the maps of the historic resources of the county provided in this project for potential tourism sites.
3. Study the availability of historic resource-related tourism support facilities, such as bed and breakfasts, etc.
4. Explore the promotion of regional tourism with the Charlottesville area, Lynchburg, Waynesboro, and Staunton.
5. Study ways to promote historic resources in concert with environmental resources. For example, much like the Potomac Appalachian Trail Club publishes circuit hikes, groups in the county could

- publish "A Guide to Weekend Getaways in Fluvanna County, Virginia" which would provide suggested itineraries for day, weekend or extended vacations.
6. Evaluate the capacity of the resources to support tourism populations without environmental and cultural degradation.

GOAL 20: ENCOURAGE AND ENHANCE HISTORIC RESOURCES (HERITAGE) EDUCATION

Background

One of the most important components of the long-term stewardship of historic resources is cultural resource education. Adult and youth cultural resource education is the only way to instill a lasting preservation ethic. Fluvanna County already has a wealth of programs to educate adults and students about the historic and natural resources in the county. The Fluvanna County Historical Society already educates adults and students through the following programs:

- A historic resources bulletin, distributed twice-yearly to 500 subscribers;
- Fluvanna Oral History Videotape series;
- Exhibits at the Old Stone Jail Museum, open from May through October;
- "A Day at Your Courthouse" historical re-enactments;
- Historic House Tour; bi-annually, in cooperation with the Fluvanna County Garden Club;
- Fluvanna County Library Fund; for history related acquisitions;
- Regional Association of Historical Societies Information Exchange;
- Local government advisory role;
- Naming of county roads;
- Yearly scholarship.

The local Daughters of the American Revolution chapter is working on the following programs:

- Fluvanna Middle School awards for history;
- Cemetery survey with the Historical Society.

The Rivanna Conservation Society, Inc. also promotes historic preservation education through the following activities:

- History field trips for students;
- Information about easements for historical properties;
- Canoe trips, providing education about Rivanna locks, dams, and mills.

The James River Bateau Festival, Inc. also provides historic resources education through:

- The Virginia Bateau Journal;
- Festival program book;
- Week-long bateau trip along the James River.

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The Rivanna Scenic River Advisory Commission provides information on stewardship of the river.

The Virginia Canals and Navigation Society has published:

- The James River Bateau Festival Trail; and
- The Rivanna Scenic River Atlas.

The County of Fluvanna should work to support these programs and thereby instill a cultural resource preservation ethic in the future leaders of the county.

Objective A: Educate youth about the historic resources of the county.

Actions

1. The Historical Society and other county groups should continue cultural resource youth education in primary and secondary schools. Educational efforts should be supported by the county and private groups.
2. Local groups should investigate available educational programs from the Preservation Alliance of Virginia to augment existing cultural resource curriculums.
3. Continue to develop hands-on educational curriculum through the involvement of students with the rehabilitation of an historic resource or through student assistance with archaeological site excavation activities.

Objective B: Educate adults about the historic resources of the county.

Actions

1. The Historical Society and other groups should continue to conduct workshops for the general population on the cultural resources of the county.
2. Conduct specialized workshops for craftsmen and contractors.
3. Provide articles to the Central Virginian about cultural resource events, activities and discoveries.
4. Publish and disseminate historic resource articles and information in progress by residents of the county.

ACTION AGENDA

The preservation plan contained in this document has recommended a number of strategies to preserve historic resources in Fluvanna County. The following items are the most important activities that should be considered for inclusion in the 1993 revision to the Fluvanna County Comprehensive Plan.

- 1.1 The County and the Historical Society should re-examine areas already identified on the maps supplied with this report for additional potentially significant historic resources.
- 1.2 The Historical Society should identify potentially significant structures that may exist in areas of the County not previously examined.
- 2a.1 The Historical Society should work with local volunteers and/or consultants to assess newly identified historic resources.
- 2a.2 The County should retain a consultant to complete Education, Commerce/Trade, Religion, and Government VDHR Historic Contexts.
- 2a.3 County staff should enter new survey data into the IPS database.
- 2a.4 The County should retain a consultant to evaluate new properties recommended as potentially eligible for the National Register.
- 2b.1 The County should retain a consultant to undertake intensive level survey of potentially significant properties surveyed at the reconnaissance level.
- 3.1 The County should form partnerships with other localities in the region to assess regional archaeological resources.
- 4.1 The County should adopt a new preservation policy.
- 8.1 The County should request that a representative from VDHR or a local non-profit organization make a presentation to the Historical Society on preservation easements.
- 9.1 The County should request that VDHR make a presentation to the Historical Society about the federal rehabilitation tax credit.
- 10.1 The County should appoint a committee to examine the feasibility of a real estate partial exemption ordinance.

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- 11.1 The Historical Society should prepare a list of historic properties that are threatened and potentially eligible for purchase by the Virginia Historic Preservation Foundation.
- 12.1 The Historical Society and other local groups should develop educational materials for the sensitive rehabilitation of historic resources.
- 13.1 The Historical Society should contact the Virginia Main Street Program for information.
- 14.1 Fluvanna County and local organizations should craft a program to integrate preservation and economic development.
- 14.2 The County and/or local organizations should apply for funding from CORD.
- 15.1 The Historical Society should meet with representatives from the Jefferson National Bank to explore establishing a low interest historic preservation loan pool.
- 16.1 The County should delineate historically sensitive boundaries around Wilmington, Columbia, Shores, Bremo Bluff, Kents Store, Palmyra, Stage Junction and Cohasset as part of a possible Conservation Zones.
- 16.2 The County should delineate areas surrounding these villages that are needed for agricultural and environmental resources as part of a Conservation Zone.
- 17.1 The County should form a committee to consider design guidelines for new development within the Conservation Zone.
- 19.1 The Historical Society should meet with other groups in the region interested in heritage tourism to study ways to integrate historic resources into a broad economic development strategy.

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NATIONAL REGISTER ELIGIBILITY

INTENSIVE LEVEL SURVEY

CATEGORY I: RECOMMENDED FOR LISTING ON THE NATIONAL REGISTER OF HISTORIC PLACES AND THE VIRGINIA LANDMARKS REGISTER

The following properties should be considered for nomination to the national and state registers. Each site was visited during the 1993 survey and is believed to possess significance in one or more thematic areas recognized by the Virginia Department of Historic Resources; to meet one or more of the criteria of the National Register of Historic Places; and to possess sufficient integrity to represent its theme(s).

The first step for listing a Virginia property in the national and state registers is to develop and submit to the Virginia Department of Historic Resources a Preliminary Information Form (PIF) and the required, supporting photographic and other documentation. If the property is recommended eligible by the staff and State Review Board, the property is a likely candidate for nomination. The nomination is prepared using the proper forms and is submitted with supporting graphic and other documentation. Both the PIF and the National Register forms are available through the Virginia Department of Historic Resources. Completed nominations are reviewed by the State Review Board and Board of Historic Resources.

At this time the Department of Historic Resources rarely develops PIFs and nominations for privately owned properties. Owners wishing to have their properties listed generally prepare the form themselves or contract with a private consultant to prepare the PIFs and nominations for them. Owners without a background in history and/or architecture may find that they need professional assistance to complete the entire nomination process successfully. The Virginia Department of Historic Resources has a regular schedule for reviewing PIFs and nominations. Residents and property owners interested in submitting nominations should consult with Virginia Department of Historic Resources staff to become aware of the submission deadlines, review dates and Board meeting dates for that year.

Carysbrook (DHR 32-7)

Associated VDHR Themes: Domestic, Agriculture, Settlement Patterns

Criteria A: Carysbrook represents one of a number of significant antebellum plantations associated with the agricultural settlement of the Rivanna River Valley by prominent families.

Criteria C: Located on the Rivanna River and built around 1828, Carysbrook is thought to have been designed by John Hartwell Cocke. Together with Bremono, Lower Bremono, and the Fluvanna Courthouse, the residence represents an important aspect of Cocke's influence on Fluvanna County architecture. Despite exterior and interior changes, the house continues to represent a significant antebellum, Flemish bond, plantation house. An early-19-century, two-story, brick storehouse on the property is a rare survivor of its type.

Carysbrook also could be considered for inclusion as part of a thematic nomination of properties associated with John Hartwell Cocke.

The Cocke-Morris House (DHR 32-⁴⁵~~54~~)

Associated VDHR Themes: Domestic

Criteria A: Associated with the prominent Cocke family of Fluvanna, the Cocke-Morris House represents the later subdivision of Bremono Recess where Dr. Charles Cary Cocke resided. The local landmark represents the evolution of both the Cocke family lands and the village of Bremono Bluff.

The Cocke-Morris House could be considered for further study as part of a thematic nomination on the Cocke family and the architecture associated with it.

Criteria C: The Cocke-Morris House is a rare example of the Gothic Revival style and exhibits the influence of A. J. Downing on rural cottage architecture in this rural county.

Rivanna River Historic District (DHR 32-36)

Note: This district could be either a linear district including the river and its banks based on the significance of historic river transportation or it could be a rural historic district including not only the river but the adjacent parcels where historic plantations, farms, and industries developed as a result of proximity to the river. The Columbia Historic District should be included in the Rivanna River District if possible.

Associated VDHR Themes: Transportation, Commerce, Industry/Processing/Extraction, Domestic, Settlement Patterns

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Criteria A: The Rivanna River and its environs from the Albemarle County line through its juncture with the James River and Kanawha Canal at the town of Columbia is significant for its associations with river navigation and transportation in Virginia from the late eighteenth century to the early twentieth century. It is also significant for its associations with the industries such as grain and saw mills and quarries that developed adjacent to the river. The river historically played a significant role in influencing the settlement patterns of early settlers to the county who tended to establish large plantations adjacent to its banks. Should the social, cultural, and political histories of the families who settled and established plantations and businesses along the river be found significant, adjacent lands beyond the river banks should be included in the district.

Criteria C: The Rivanna River District--if defined to include only the river and its banks to a certain point on each side of the river, but definitely including the former towpath on the east--is significant for the engineered structures and other historic transportation-motivated improvements related to both the bateau and canal eras in Virginia. These resources include surviving locks and dams in varied states of preservation, but with some in excellent condition and retaining considerable integrity; abutments; remnant bridge piers; and other stone and wooden structures associated with the canal era.

If the district is defined broadly, however, to include the acreage formerly included within the historic plantations, farms, villages, and industrial properties that were adjacent to the Rivanna on both sides of the river, the architectural significance of the plantation and farm houses would need to be considered as well as agriculture, settlement patterns, commerce/trade, and industry/processing/extraction. This survey tends to support preliminary findings of significance and integrity for such a district.

Criteria D: The district, whether a linear district including only the river and its banks or a larger district including adjacent land parcels, is believed likely to yield information significant in both history and prehistory. This survey identified a number of archeological resources associated with the bateau and canal eras as well as industrial remains at Union Mills and other locations adjacent to the river.

CATEGORY II: RECOMMENDED FOR FURTHER STUDY

The following properties need further study before a recommendation can be made to initiate the nomination process. Some may have diminished integrity because of architectural, site or adjacent land alterations. The following recommendations are based on three site visits during the 1993 survey by Land and Community Associates and analysis of existing Virginia Department of Historic Resources files, available photographs, and secondary sources.

Allegre's Tavern (DHR 32-33)

Associated VDHR Themes: Domestic, Transportation, Settlement Patterns

Allegre's Tavern (also known as Lafayette Hill Tavern) was a well-known tavern on the Three Notched Road. A tavern existed at this site as early as 1740. Lafayette is believed to have stayed at the tavern in 1781 while his troops were encamped on the opposite side of the road. An example of a one-and-a-half-story, eighteenth-century house later enlarged to two stories, this house has an unusual porch with wide, board, flush siding. The house--which has a good example of a rare, eighteenth-century, double enclosed stair--may still retain four original mantels, its original pine flooring, paneled wainscot, and pigeon holes surviving from the period when the owner, who was postmaster for the area, kept a post office in the southwest room. There may be a smokehouse on the property. This evaluation was made without benefit of a site visit.

Careby Hall (DHR 32-300)

Associated VDHR Themes: Domestic, Settlement Patterns

This two-and-a-half-story, Queen Anne-style house owned by Fork Union Military Academy is a well-executed example of a substantial, Victorian-era house built in Fork Union, the county's largest village. A three-story, hexagonal tower on the southeast corner, tripartite central window, and ornamental sunburst under the front gable are distinctive features of the front facade. The rear facade with its wrap-around porch, turret on the northwest corner, and other decorative features also retains considerable integrity. The house appears to have undergone few exterior changes. Its interior was not investigated since the house was included only in the reconnaissance level survey in 1993.

Chatham Plantation (DHR 32-8)

Associated VDHR Themes: Domestic, Transportation, Settlement Patterns

Descriptions of this house indicate that it has striking similarities with other Fluvanna county houses. Its brickwork is similar to that of Wilmington Place, and its interior woodwork is similar to that of the Bowles family home, The Oaks. Two late-eighteenth-century outbuildings--a dairy and a smokehouse--may survive. Portions of a mid-19th-century garden survive as well and there is a family cemetery associated with the property. 19th-century prints depicting the house during that period may exist to provide documentation for its earlier appearance. This evaluation was made without benefit of a site visit.

Currin Tavern (DHR 32-11)

Associated VDHR Themes: Domestic, Settlement Patterns, Transportation

James Currin, a prominent 19th-century Fluvanna County resident, operated a tavern in this elegant, two-story house with Flemish bond brickwork. Turned perpendicular to the Stage Road, this tavern at Wilmington is believed to have been a stopping place for many travelers in the county. The house retains significant interior features, including a single-board, pine wainscot. This evaluation was made without benefit of a site visit.

Fork Union Church (DHR 32-68)

Associated VDHR Themes: Religion, Settlement Patterns

The church may be significant for its association with the architectural legacy of John Hartwell Cocke in Fluvanna County and as an early-19th-century place of worship shared by Baptist, Methodist, Presbyterian, and Episcopal congregations. A site evaluation will be necessary to determine the integrity of the church since written descriptions indicate a number of variations from the original design of the building committee of which Cocke was a member.

Glen Burnie (DHR 32-17)

Associated VDHR Themes: Domestic

Built for the widowed Elizabeth Cary in 1829, Glen Burnie is another Fluvanna building often attributed to John Hartwell Cocke who was a friend of and executor for the deceased Miles Cary. Architectural similarities with other Cocke designs appear to strengthen this argument. It is believed that the present owners have contracted with a consulting architect and architectural historian and that they may be in the process of having a National Register nomination prepared. Glen Burnie, which is a well-known Fluvanna property, was not included in the 1993 survey.

Hatcher Hall, Fork Union Military Academy (DHR 32-363)

Associated VDHR Themes: Education

The entire Fork Union Military Academy campus should be investigated for potential nomination as a National Register district. The campus could be eligible as a significant collection of early-twentieth-century, Collegiate Gothic Revival-style, academic buildings in a campus setting.

Laughton (DHR 32-96)

Associated VDHR Themes: Domestic

Criteria C: Laughton, the original portion built in 1785 for David Shepherd, is a significant example of late-

eighteenth-century and early-19th-century, rural architecture and craftsmanship. Its massive brick chimney with smooth, double weathering is one of the most outstanding in the county. Unlike many houses in the area, this one retains most of its historic woodwork intact and in place. Its historic boxwood also survive. Careful restoration has enhanced the integrity of both the interior and exterior of the house. The house has historic and architectural associations with nearby Roadview which was built for the original owner's brother. Although the house was not included in the 1993 survey, the consultant has visited the house prior to the survey; both recent and pre-restoration photographs have been made available for review.

Lee Heigh (DHR 200-8)

Associated VDHR Themes: Domestic

Lee Heigh is a good example of an eighteenth-century, one-and-a-half-story, Fluvanna house that was enlarged in the early 19th century and that possesses an unusually fine interior. This evaluation was made without benefit of a site visit.

Melrose (DHR 32-19)

Associated VDHR Themes: Domestic

Melrose could warrant further study for its associations with the prominent Scott family for which Scottsville was named and for its early-19th-century architecture representative of this region, and the craftsmanship of its Flemish bond brickwork.

The Oaks

Associated VDHR Themes: Domestic

Located near the village of Kent's Store, The Oaks was built between 1830 and 1832. The two-story brick house, half of which is in Goochland County, has been for many generations the home of the Bowles family, a prominent county family. There is a well-preserved family cemetery on the opposite side of the road. The house is a good example of a transitional dwelling that incorporates elements of both the Federal and Greek Revival styles. The house has many notable interior features including perhaps the best examples in the area of carved and grained woodwork. Several outbuildings may survive including a brick kitchen, smokehouse, dairy, and ice house. This evaluation was made without benefit of a site visit.

Rivanna Farm (DHR 32-261)

Associated VDHR Themes: Domestic

Rivanna Farm, sighted on a ridge above the James River, is a late-19th-century residence that represents continued settlement along Fluvanna County's river valleys and near major transportation routes. Its notable two-story, two-level portico continues the architectural tradition of many grand plantation houses. The interior retains a high degree of integrity and many outbuildings contribute to the property's overall

significance.

Roadview (DHR 32-75)

Associated VDHR Themes: Domestic

Roadview, the original portion built in 1793 for Christopher Shepherd, is a significant example of late-eighteenth-century and early-19th-century, rural architecture and craftsmanship. Like its twin house, Laughton, Roadview has a massive, brick chimney with smooth, double weathering that is one of the most outstanding in the county. The house has historic and architectural associations with nearby Laughton that was built for the original owner's brother. This evaluation made on the basis of existing DHR file information and without benefit of 1993 site visit.

Winnsville (DHR 32-125)

Associated VDHR Themes: Domestic, Settlement Patterns, Transportation

This circa 1848 frame house with vertical siding is a good example, although rare for Fluvanna County, of the type of rural architecture made popular by A.J. Downing's pattern books. The house retains carved mantels in the style of Asher Benjamin and an original trellised porch. The property also may retain a barn and several board and batten outbuildings including a two-room kitchen/slave quarter, spring house, and privy. The house was used as the residence of the Winn family. This evaluation was made without benefit of a 1993 site visit.

Western View (DHR 32-114)

Associated VDHR Themes: Domestic

Western View is a good example of the evolution of an 18th-century house through the 19th century. The original one-and-a-half-story, wooden house retains its Flemish bond east chimney with double weathering, queen's closures and 18th-century butt hinges. The original section, which was built on a rough cut stone foundation, retains its boxed eaves and some beaded siding but they exist in a very damaged condition. The one-over-one wing added around 1820 exhibits a much more stylistically sophisticated example of the county's domestic architecture. The later section was built with Flemish bond brickwork above the watertable and English bond below. This section retains its interior-end chimney, pedimented gables and carved drip soffit with Palladian motif. This evaluation has been made without benefit of a site visit although recent photographs of the property have been made available and are included in the files.

In addition, the following villages were recommended as eligible Historic Districts:

- Palmyra
- Columbia
- Cohasset
- Kents Store

- Shores
- Stage Junction
- Wilmington

It should be noted that much of the Village of Palmyra is already listed on the National Register of Historic Places as the Fluvanna County Courthouse Historic District.

FLUVANNA COUNTY HISTORIC RESOURCES MAP

The map found in the pocket of this document contains sites of the historic resources identified and surveyed in this project. Archaeological sites contained at the Virginia Department of Historic Resources were not identified on the maps as they were not funded under this project.

Data for the map came from the following sources:

- Virginia Department of Historic Resources Site File data containing National Register, Intensive Survey and Reconnaissance Survey Sites.
- Architectural sites identified by the Fluvanna County Historical Society and Fluvanna County citizens.
- Reconnaissance and Intensive Level Surveys conducted in 1993 by the Thomas Jefferson Planning District and Land and Community Associates.

The map shows the locations of historically significant sites and the level to which they have been surveyed. While each site was not identified with the historic name, this data is available and could be plotted at any scale that allows for the separation of sites so that historic name labels would not overwrite. Maps with historic name or number are available from the Thomas Jefferson Planning District. The corresponding data for the each of the map sites can be found in the list of historic structures found in this document.

The map should be continually updated as new structures in the county age and become historic. It should therefore not be considered a finished or static product, but rather a resource to refine and build upon as interest in historic resources grows in the county.

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- Figure 3 New Fork High School (DHR 32-293)
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**Historic Resource Identification and Survey
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New Fork High School (DHR 32-293)
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Figure 4
S.C. Abrams High School (DHR 32-319)
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Holy and Sanctified Church (DHR 32-283)
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Figure 2
Sears mail-order house (Gillespie), (DHR 32-268)
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Figure 5
Rivanna School, Hell's Bend Road, (DHR 32-232)
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Figure 6
Brick Storehouse at Carysbrook, (DHR 32-7)
Land and Community Associates



Figure 7
Carysbrook, (DHR 32-7)
Land and Community Associates



Figure 8
Carysbrook, (DHR 32-7)
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Figure 9
Spring Grove, (DHR 30-74)
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Figure 10
Melrose (DHR 32-19)
Land and Community Associates



Figure 11
Melrose (DHR 32-19)
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Figure 12
Melrose (DHR 32-19)
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Figure 13
Parrish House (DHR 32-364)
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Figure 14
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Figure 16
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Figure 17
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Pleasant Hill (DHR 32-153)
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Spring Grove, (DHR 32-74)
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Palmyra Amoco, (DHR 32-372)
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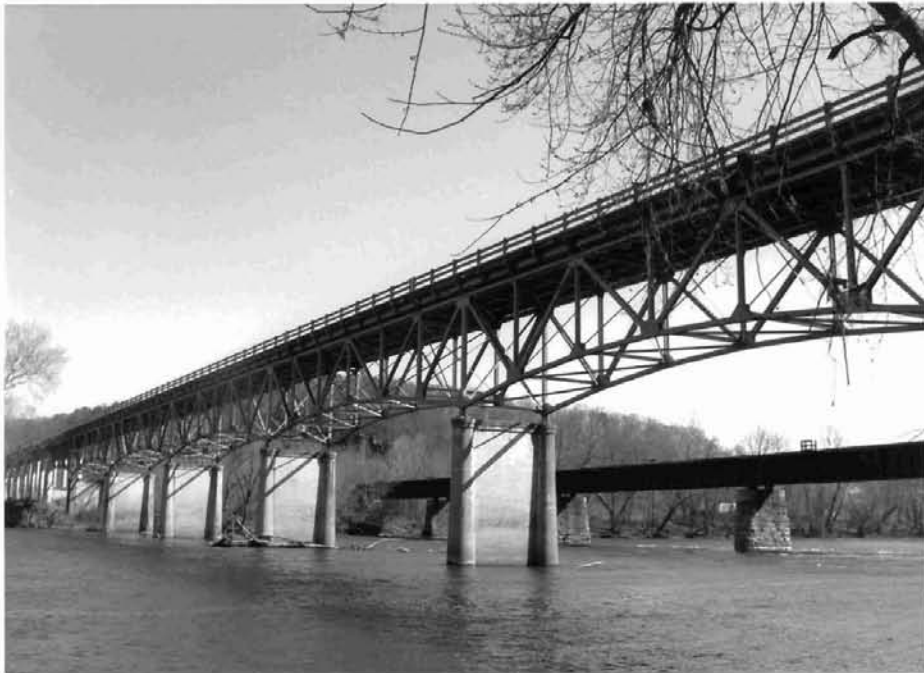


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John Hartwell Cocke Memorial Bridge (DHR 32-186)
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Bateau Canal, Union Mills (DHR 32-36)
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Stone Wall, Union Mills (DHR 32-36)
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Rock Wing Dam (DHR 32-36)
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Figure 58
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